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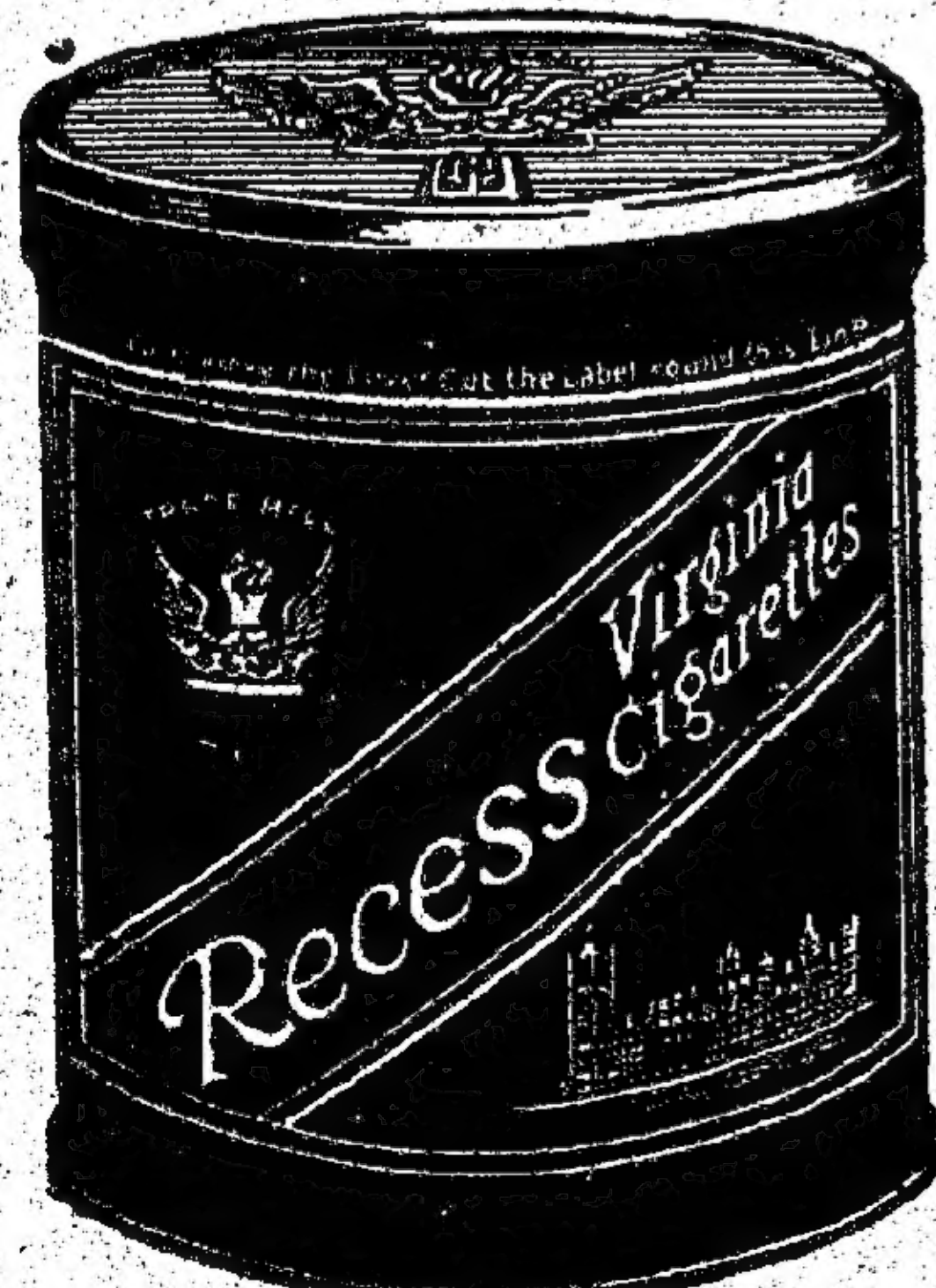
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**THE GERMAN FLEET.****"WE ARE NOT GOING TO TAKE  
ANY CHANCES."**

"J. M. de Beaufort," in his "Voyage of Discovery in Germany," says he heard Admiral von Koester lecture scornfully on the inactivity of the British Fleet, which had become contaminated with the "peddler spirit of the nation," and declare of the German fleet: "We must not allow ourselves to be inveigled into an engagement in which we might possibly be beaten."

"The more I saw of the German fleet, and talked to its officers and men, the more I became convinced that this war is not going to see a naval battle fought out to the bitter end. My trips have proved to me that, in the widest sense of the term, the Germans spoke the truth when they said, 'We are not going to take any chances with our fleet.'"

Mr. de Beaufort saw some interesting sights and heard some interesting things during his visit to Wilhelmshaven, Cuxhaven, and Kiel.

"My walk round Wilhelmshaven," he says, "did not make me feel that I was attending the last convulsions of an empire. Work, will, and efficiency seemed to be in the very air stirring, shouting at you, at every turn. Though the army is mobilised up to the last 'Landsturm' man, and though boys of fourteen and fifteen are already being drilled, Germany has not taken a single workman away from her shipbuilding yards."

"I have seen and copied the authentic figures, stating the number of men employed at the various Government and private yards. They total over 33,000 at the three Government yards at Wilhelmshaven, Kiel, and Danzig, and over 87,000 at the different private yards in Kiel, Hamburg, Danzig, and Bremen. That is over 90,000 men; and the yards are running twenty-four hours a day."

**A SURPRISE AT KIEL.**

Yet at the western entrance of the Kiel Canal, Mr. de Beaufort was rather disillusioned. "I was fortunate enough to get opportunity to land. The captain charged me with a delivery of a stack of documents at the office of the port. It goes without saying that I was properly chaperoned. Two sailors with loaded rifles and bayonets marched on each side of me. 'What's all the excitement about?' I inquired innocently of my two guardian angels."

"They replied almost simultaneously, and with that peculiar inflection in the voice which ordinary mortals only use when speaking about something spiritual: 'Zu Befehl. Flotte macht grosse Manöver.' ('At your orders, sir. The fleet is going through Grand Manœuvres.')

**VERY GRAND MANŒUVRES.**

They did not smile, he adds; there was not even the suspicion of a twinkle in their eyes. And, indeed, the Fleet was going through grand manœuvres! It was trying several times a month to reduce the record of the passage time through the Canal. "Did I realise that their biggest ships could now pass through the Canal, from Wick to Brunsbüttel, in a fraction under six hours? I agreed with him (an official) that such a performance was indeed marvellous."

This official went on to say: "You know, so few foreigners really understand the German people. We are so peace-loving, so industrious; but, by Jupiter! don't pull the eagle's feathers, for then his wrath will punish those who dare to attack his nest and young."

We are told that he had a "very superior air."

Like the GRAND OLD DUKE OF YORK. Thanks to him, Mr. de Beaufort saw the great German ships steam into the Canal and down again; for when they were about ten miles up they received sudden orders to turn about.

"I do not recall exactly how long it took these eight ships and their escort—using all four locks—to pass from the Elbe into the Canal, but I am certain it was less than twenty minutes from beginning to end. 'Well,' inquired my official escort, 'Germany's cause is not lost yet, eh?' with such a 'rachterlie' (magnificent fellows) to stand guard over us."

"But somehow my enthusiasm had subsided. It was a magnificent sight, yet it seemed sad."

It was wonderful, yet I could not draw any inspiration from it. Again and again there came leaping back to my mind the solemn, confident answer of those two simple sailors: 'Grosse Manöver'; and, try as I would, I could not see in the whole performance anything else but a practical demonstration of England's sea-power. These splendid ships deserved a better fate than 'Grand Manœuvres' in the Canal!

THE GERMAN SAILOR.  
Mr. de Beaufort talks of the training of the German sailor. "The drilling of the personnel of the German Navy, like that of her army, is systematic, almost perfect in every detail. But it has the usual weakness of a virtue carried to extremes. The men are overtrained. The German is not amphibious; he is not web-footed like Jack Tar. He is a soldier first and last; and while both soldiers and sailors are fighting men, there are, or should be, many differences in the method of their training."

Nevertheless, whenever I maintained that the German system produced only automatons, I was emphatically assured that, even if every officer on board a German battleship were killed, the gunners would continue the fight and the ship would be navigated."

CANVAS AND PASTE-BOARD CRAFT.  
The Voyager found that a good deal of British naval information still finds its way to Germany. Some of it concerns real ships recently commissioned; but other relates to mystery craft."

I learned of a new 'crime' committed by 'Perfidie Albion,' which deserves to be recorded. It is not enough that England will persist in keeping ahead of Germany by always going one better, whenever that peace-loving country lays down a new

(Continued at foot of next Column.)

**GERMAN PEOPLE ANXIOUS  
FOR PEACE.****SOCIALIST OPINION**

Under the heading "August, the Fourth," the Vienna socialist *Arbeiter Zeitung* publishes an extraordinary bitter and outspoken review of the situation by its Berlin correspondent. That date rather than August 1st is taken because England's entry is regarded as the real starting-point of Armageddon.

"On August 1st was the beginning, but on August 4th the world-war was in full blast." But another reason is suggested for the choice of August 4th. A footnote to the article says: "If our readers should ask why we ourselves (as distinguished from the Berlin correspondent) let the opening of the second year of war pass without a word they might consult the first pages of our issues of July 25th and 30th."

On those dates the *Arbeiter Zeitung* appeared with great blank spaces. Evidently the censor had been at work. Judging by the fact that its Berlin correspondent's article on "August the Fourth" is uncensored, one may conclude firstly that this article, which refers only to German feeling, has some official approval, and secondly that the paper's comments on these previous dates must have been of a really sensational character, and probably referred to Austria's desperate plight.

The war began, says the article, as a "war of the peoples." A sort of fury seized upon "all heads, which were not strong in international understanding." "It was a frenzy. Nay, a madness."

Mutual fear and suspicion had become excited to fever-pitch. "Through popular passions the war had the character of a war of the peoples."

It no longer has that character. "The longer the war has lasted the more it has become a war of State."

One could have prevented the war, if only one had had the peoples on one's side. One can only bring the war to a close before its natural end—i.e., universal exhaustion.

If in this matter one has the States on one's side. That is the problem; the pacific portion of the peoples have to impose their will upon the States at a time when the peoples as such do not exist for the State."

"At the head of the States stand the statesmen, the Governments. These must keep the war going, for they fear for their own futures unless they bring home victory after such nameless sacrifices. What is to be the Revolution? The machinery of the State would crush it in the germ. Millions who are yearning for peace would condemn it as bringing assistance to the enemy, and would approve its suppression."

"What then remains? Nothing but steady work, which sets itself to convert the general will for peace into such a will on the part of the State. Such work has put limited success, but that success is already greater in Germany than in any other country."

The writer points the lesson in regard to Germany. "So far as obstacles to peace exist in Germany, we must unite all our strength to sweep them away. The unexcited enthusiasts are misjudging the reality of things, and are doing harm where they wish to do useful service. They do not possess the decisive influence for which they are striving; but it is urgent that they should be suppressed still further."

"We know we have the enormous majority of the German people with us when we express the wish that the Government should show itself ready to take any peace proposals into consideration, only excluding such as aim at the lessening or the degradation of Germany."

A franker admission of Germany's war weariness and anxiety for peace has never yet been published. That it should have been passed both by German and the Austrian censorship is enormously significant.—*Daily Chronicle.*

**THE OPIUM REGULATIONS IN  
CHINA.**

By special messenger, Reuter's representative has obtained a sample of the poppy seed officially distributed to farmers in the Kiangsu Mountain and also specimens of the young poppy plants, thereby proving conclusively that the regulations against opium are treated as "scraps of paper."

battleship; she must now aggravate the Fatherland still more by building 'Sham Dreadnoughts.' I exclaimed, 'What do you mean? Oh, you are thinking of the resurrected *Lion*. You mean ghost Dreadnoughts.' No, they did not mean anything of the kind. They meant what they said, 'Sham Dreadnoughts.' No other words could describe them.

THE PAINTER WHO SMASHED A GUN.  
Just as Potemkin conjured up flourishing villages before the astonished eyes of his Imperial mistress by means of canvas and paste-board, so the British Admiralty (I was informed) has created a new fleet of a hundred battleships, by means of canvas, wood, and paint."

"At the beginning of the war England bought up a hundred old passenger and freight steamers. The holds were filled with stones and cement, the cross-beams strengthened, and the hulls painted a dark grey, just like the real thing. The addition of a wooden superstructure and turrets armed with heavy-calibre guns of wood—gave them a realistic, 'man-of-war' like appearance."

"A friend of my informants, who were German naval officers, had had an opportunity to visit one of the shipyards where some of these sea-monsters were being converted. He saw one ex-passenger steamer that was equipped with wooden nine-inch guns, and it looked really terrible. While admiring these monsters, a painter, who with his brush and pail was adding the finishing touches to one of the turrets, slipped and fell. He landed on one of the nine-inch guns and smashed it to pieces."

"They are much puzzled in German naval circles what possible object the British Admiralty can have in view with this colossal sham fleet."—*Quarterly Review.*

**END OF THE "ARABIA."  
SIMILAR TO "LUSITANIA."**

The correspondent of the *Daily Chronicle* at Marseilles says:—"Only a narrow sea, the narrowness of a few steamers, and the slowness with which she succumbed—prevented the *Arabia* becoming a second *Lusitania*. No one, listening to the survivors' narratives, could fail to be impressed with the similarity of the two crimes. The passengers were left to shift for themselves—to drift in open boats, 300 miles from land. Germany has deliberately broken her pledges to America and is defying the world."

Mr. George Mortimer Gordon, who was a passenger, says the sea was like glass. The majority of passengers were on deck enjoying the sunshine. The *Arabia* was making top speed. "It seemed difficult to believe that a submarine could get us," he said, "we were forging ahead so rapidly. The stewards had distributed the usual pre-lunch bowls of soup, and then, suddenly and without warning, there was a great shock and a thunderous explosion, followed by a moment of strange silence. All of us knew what had happened, though only a few had seen the torpedo racing towards the ship before it struck."

NO PANIC.  
There were no panics, no cries, and no confusion. We had previously had several submarine drills. Lifebelts were at hand, and each knew his allotted station and the number and position of his boat. All walked quite quietly to their stations. The women behaved splendidly."

"Some of the passengers went to their cabins to save the most possible, but they were the exceptions, for none knew how many minutes the *Arabia* would keep afloat. I sought another, and clambered into the last but one that was launched."

"The captain was the last to leave, and the women and children were first. They were placed in the boats before they were launched. All the boats got away without incident, thanks to the smooth sea."

"The boats hung about, watching the doomed ship, and waiting to be picked up. Some trawlers came up and took up the people. One trawler hovered about, fearing that the Germans would attempt to board the *Arabia* and get her papers, which they were determined to prevent."

Exactly 95 minutes after she was struck the *Arabia* sank. Her list was very slight at the outset. In the first half-hour there was little change, and then she settled down, dipped down stern first, and sank very slowly and gradually—one of the most moving and pathetic spectacles. The *Arabia* was struck all in the bunkers, and the reason for her remaining so long afloat was due to the coal breaking the effect of the explosion."

Forty-eight of us were aboard the trawler without accommodation. The first night there was a terrific thunderstorm. The majority on the deck were exposed to the cold and drenched to the skin."

Other passengers say that nobody saved any belongings, and most of them lost their money and jewellery. One man, attached to a theatrical company, lost all his professional property, valued at £7,000."

TEXAS "GOLD FORTUNE."  
The Malta correspondent of the *Telegraph* says that all the survivors from the *Arabia* comment on their good fortune that the torpedoing did not occur a few hours later, as it would then have been impossible to get all the passengers away."

One passenger who was leaning on the rail called to his companions, "Come and look at this silver streak." The explosion occurred the next instant. Everybody was well instructed as to the boat-station, but the members of several families were separated owing to the upsetting of two boats, necessitating a change of the plans at the last moment."

One trawler encircled the sinking liner, and the passengers thereon saw every detail of loose gear gradually sliding down the decks as the vessel tilted. Then she made a quiet dive. There were two big puffs of soot and smoke. In the next two minutes wooden objects shot to the surface—chairs, boards, even a baby's cradle. There was practically no vortex; two loose boats quietly floated as the mainboat sank underneath."

There were many narrow escapes. The explosion smashed a cabin in which were a nurse and a child, but they crawled out unscathed. Some of the ladies still feel shaken, and many have bandaged hands. Others are still suffering as the result of 36 hours' exposure to the rain and spray on the trawlers, but they are full of praise and gratitude for the crews. The latter gave up their oilskins and clothing, and were unremitting in their efforts to reduce discomfort, especially caring for the woman and children."

**IMPERIAL BRIGADES.**

A wireless message from Berné states that a stenographic report of the Reichstag proceedings on October 27th contains the hitherto unreported speech of the Socialist Herr Buche, who said:—

"The war was started by a band of Imperial brigands at headquarters in Potsdam. They are criminals whose hands are stained with the blood of millions. Herr Liebknecht wants nothing from them—neither pardon, nor amelioration of his lot in servitude. He will accept nothing from them, but awaits liberation by the workers who, when they understand the truth, will rise and put an end to the despotism of militarism, and to Germany's enemies in high places in Potsdam."

Most of the speech was inaudible owing to the tumult. Herr Buche was repeatedly called to order.

**TRIBUNAL ON STRIKE PENDING  
REFORM.**

The Mansfield Tribunal have gone "on strike." The mayor (Mr. T. Smith) said that the tribunal had heard that an applicant to whom they had refused exemption had since been bagged. Until they received some explanation from the authorities the criminal had not feel they could adjudge on any more cases."

**THE CHURCH AND THE WAR.  
COLLECTIVE SIN.**

The Church now is searching for the causes of its failure; and perhaps, from the shock of the war, it thinks that it has failed more than it has, says a correspondent of the *Times*. But on one point it certainly has failed, like all the Churches all over Europe; and the nature of this failure and its connection with the war is easy to see. Its dealings with sin have been too hard-mouthed. It has been concerned with the particular sin more than with the sinful state of mind of which that sin is only a symptom. In that it is like our medical science, which, against its own will, is forced to cure diseases rather than to remove the causes of them. But the result of this error has been that the Church commonly has a narrow notion of sin. Sin means to it sins that are obviously disastrous in their consequences to the sinner himself rather than the sinful state of mind which sooner or later brings disaster to all."

A drunkard or a thief is a sinner because he suffers for his sin; but there is an evil condition of things out of which he became a drunkard or a thief, and which is maintained because the mass of perfectly respectable people are in a sinful state of mind. Indeed, respectable people are those whose sins are not obviously disastrous to themselves and who therefore have not seemed to need the attention of the Church."

Now the Church is always saying that the war is a punishment for sin, but what it says this as a more phrase and in plain bewilderment. The punishment seems to it capricious, a result of the sudden anger of God because of some one thing done or left undone. There are clergy who think it has happened because people do not go to church or because of the Bill for the Disestablishment of the Welsh Church. And in Germany there are many pious Lutheran pastors who are able to escape from the question whether Germany sinned in making war by telling themselves and their congregations that the war is a punishment sent by God; that it was, in fact, willed by God, not by Germany. This kind of sophistry, which seems to us mischievous and hypocritical in the Germans, is the result of judging sin by its obviously disastrous consequences, and of seeing it only where those consequences are immediate. There is a kind of stupidity in this view of sin, for it does cramp the intelligence like all hard-mouthed views of life. The Church needs to discover that the worst sins are those for which, not the sinner himself, but the community is punished; the sins which do not immediately express themselves in some individual action, but pervert the common mind so that a whole society sins, and what is worse does not know that it is sinning."

We are appalled now by the collective sin of Germany, and still more by the fact that Germans see their evil as good. Now the drunkard or the thief does not see his evil as good; he is to himself usually only a failure. He has a bad habit of which he would cure himself if he could, and there is no danger that a whole society will think drunkenness or theft noble and heroic. But there are sins of the common mind, like the sin of Germany, which make much worse evils than drunkenness and theft seem noble and heroic; and against those all the Churches have been strangely impotent. So the Church of England is suddenly made aware of its impotence, and expresses that sense in the National Mission. But it will do nothing if it merely insists that people ought to go to church more than they do go. It must itself make church more interesting, and it can do that only by a greater exercise of its own intelligence upon the nature of sin and of righteousness. People are tired of being told that they ought not to commit the obvious disastrous sins; they know it already, and most of those who go to church do not commit them. But they are dimly aware of the sinful state of our whole society, of which the war is a proof; and when they are told that the war is the result of obvious sins, or of sins that seem to them no sins, they are impatient, for they know that it is not true. What they wish is to recognize the common sins which afflict whole societies with impotence, those perverse ideas which make evil seem good and frustrate all the efforts of civilization."

It is because those perverse ideas have not been attacked by the Church that the Church leaves so many men cold and seems to say what everyone knows. They are left to science to the purely intellectual faculties, which by themselves cannot prevail against them. The mind has had no help from religion against its own errors. Religion only steps in when we do what we, and everyone else, see to be wrong. It does not prevent us, or the Germans, from mistaking evil for good. That is where it has failed, and in so far as it has failed, it has not been religion. For there is in true religion an intellectual passion and faith no less than a moral. It abhors a wrong idea as much as a wrong action, and it has a scent for the evil of thought, that is what the Church needs now, if it is to escape from that impotence of which it has suddenly become aware."

**HONGKONG RESERVES.**

ORDERS BY MAJOR WAKEMAN, O.C., H.K.V.R.

Friday, 8th November:—

The following members of "A" Coy. will parade at Blake Pier at 3.30 p.m. for Musketry. Dress: Drill order.—Ptes. A. R. F. Raven, H. A. Walker, A. J. J. Brock, A. H. Hollingsworth, F. A. Brown, J. Carr.  
(Sgd.) G. K. H. BRITTON, Captain, Adjutant, H.K.V.R.

**HONGKONG POLICE RESERVE.**

JOINED, etc.

No. 3 Company, Section 3—J. A. Portaria.

No. 2 Company, Section 3—C. F. Gomes.

The resignation of P.-c. 825 Khan, permitted on leaving the Colony, is cancelled.  
(Sd.) F. C. JARVIS, D.S.P. (R.).

Hongkong, 7th December, 1916.



## MEN AND MORALS.

## VIEWS OF BISHOP NORRIS.

## A WAR REFERENCE.

"Why should men lead a moral life?" was the question dealt with last night, by Bishop Norris at a meeting for men held in connection with the National Mission of Repentance and Hope.

At the outset the Bishop said they were met together that night in the presence of news which could not but add to the solemnity of the gathering. It was mysterious that Serbia should have been allowed to be over-run from one end to the other, and that now Roumania should have been allowed to be over-run in the southern part, and her capital to fall. It must be mysterious to most of them, Belgium at the beginning of the war there was no help for, and by their gallantry, by the magnificent fight they made, the Belgians won our admiration for all time. Serbia, at the beginning, seemed to be likely not only to follow in Belgium's steps for gallantry, but to avoid like consequences. She drove the invader from her border and then went back to wait, and, it must be supposed, was looking for help from outside; but there was no help. Roumania was different, of course, in so far as she refused to come in until she thought the moment was opportune. She came in, and to-day they were face to face with the thought that so far help had failed. "I think it is mysterious," added the Bishop, "it is certainly a humbling and sobering thought. I would ask that we all, we at least who believe in prayer, should pray to-night to Almighty God for the relief of these little nations, that the time may speedily come when their people will not have to suffer like this, and that we, belonging to the greater nations, may learn our lesson of humility; that we were unable to ward off that suffering from the little nations on behalf of whom we profess—and, I believe, truly profess—that we are waging this war."

Bishop Norris then dealt with several questions which had been sent to him through the post. One was:—"Your remarks on Monday were Socialism; if Christ's teaching is Socialism, why not say so?" He replied, briefly:—"I do know what Socialism means, and therefore cannot say anything on the subject. I am sure if I used the word you would not understand my meaning of it, and, similarly, if you used the word I should not know your meaning. I am not sure what you mean by the word Socialism."

Another question was:—"How can any nation follow an ideal when it's democracy is a hollow sham?" Bishop Norris replied:—"How can any nation which believes in submarines hope for naval supremacy if it has no submarines which will go under the surface of the sea. It would be ridiculous for such a nation to hope for supremacy."

To another query, Bishop Norris replied that every citizen should take up his citizenship.

To an inquiry as to the authenticity of the Scriptures, Bishop Norris said he thought the questioner must have meant inspiration of the Scriptures, which was not the same thing. There was no question of the authenticity of a book unless someone asserted they knew the author. It was a big question which had been asked and one—that of inspiration—which could not be properly dealt with in a few words. He would suggest something which might be a little new to some of them. He believed from the bottom of his heart that the men of old spoke as they were moved by the Holy Ghost, and that their words were recorded, or their writings were preserved, by the Holy Ghost in the Jewish Scriptures, before our Lord's day, and in the New Testament Scriptures they were handed down by the God-inspired action of the Jewish and Christian Church.

Coming to the subject of the evening, Bishop Norris said that morality was a big question; though some people confined it to merely sexual morality. That was wrong. Morality was the law of good and evil; it was a broad question. Why should men lead a moral life? The law of good and evil came from God, and it was the will of God. Men came from God, and if they were not moral they were disobedient to God who made them. That was if they believed in God. If they did not believe in God then they need not be moral. People said, "But oh, what will happen to the laws of Society?" If

they did not believe in God, let Society law go hang. They were there to enjoy themselves, and if they wished to live a life which was not moral, then they could do so if they did not believe in God. They might have a conscience, but that need not be allowed to worry them if they did not believe in God. Men who did not believe in God need not trouble a hang about Society or attending to their conscience; let them be consistent in that. But thank God men who did not believe in God were often very inconsistent; they often led lives which were an example to many. He wished to God that many who professed to believe in God, and who were inconsistent, were inconsistent with such good results as the inconsistent non-believer in God. Thank God they had such a man as the doubting Thomas; and for the inconsistency of many of those who did not believe in God for their great examples of a moral life. That brought them to Conscience, and to those who professed to believe in God and were often inconsistent he would ask:—"What is Conscience?" Conscience was the consciousness of God, and that was a thing which could be cultivated. There were pegs to hang something on when they dealt with the question of morality. There was commercial morality, and the Bishop said he had known men in commerce who had a true consciousness of God; and there could be no different standard of morality for commerce than there was for anything else. There was also religious morality, and in this connection he said they must educate their conscience so as to be sensitive and conscious of God. Then there was sexual morality, and when they talked about morality they seemed to narrow it down to that. If a man believed in morality he had to obey the laws of God. Need he say any more? Was there any man, with the Scriptures before him, knowing the Word of God, any man who gave any real thought about the will of God, who could break the laws of morality in this connection? He did not believe it for a moment. What he knew was that men followed their own consciences in that matter, and that other men helped them and encouraged them to follow their own consciences by putting before them points of view which were wrong; whereas there was only one point, and that was the highest. Bishop Norris then emphasised the responsibility which rested upon those who brought young men to the East. It was a responsibility which they must try to meet by throwing open to them their own homes, and by asking their own women-folk to help them. It was worth while going out of their way for the young fellows who were out here. And they could help them in no better way than by example. There was only one law of God in that matter, and those who were responsible for the well-being of the young fellows whom they brought out had an important duty, the responsibility for which they would have to answer at the judgment seat of God.

There was only one question put at the close. It was:—"Why does the Church tolerate divorce, in this respect, that it re-marries divorced people?" Bishop Norris, in the course of his reply, said it was a matter of history that the Church had never felt at liberty to pronounce itself definitely about the rightness or wrongness of the re-marriage of the innocent party; but the Church had never felt any doubt as to the rightness or wrongness of the re-marriage of the guilty party. There was a rule of the Church which affected the guilty party, but the rule of the Church in this connection had not been laid down sufficiently definitely, nor had they been made absolutely binding. The general feeling in the Church was that divorced people should be married by the State, which was always possible, and not by the Church.

A selection from the music for "Kismet," composed by Mr. Norman Peterkin for the Hongkong A.D.C.'s coming production, is now on sale at The Robinson Piano Co., Messrs. Moutrie & Co., and Messrs. Komor & Komor. The price per copy is \$1.50, and the proceeds of the sales will go to the "Star and Garter" Fund. It has been very tastefully reproduced by the Hongkong Printing Press, the artistic cover design being by Mr. E. L. Sim. It will be found to be a very suitable and pleasing souvenir of what promises to be the greatest achievement of our local A.D.C., and the brilliant work in connection with it of that talented composer, Mr. Norman Peterkin.

## HONGKONG BANKRUPTCIES.

Yesterday the Chief Justice (sitting in Bankruptcy) disposed of a number of applications.

## MING LEE FIRM.

The Official Receiver (Mr. E. Carmichael) said this was an application for rescission of an order which had been made. He understood that Mr. Otto Kong Sing wished for an adjournment to see if his client could manage to get money to go on with the bankruptcy proceedings.

The Chief Justice—It is a question of getting money to fight the action? The Official Receiver—Yes.

Adjournment was granted.

## SUNG AND CHIU CHIU YING.

The Official Receiver said these two cases were connected with each other. The first named case was an application for rescission of an order made on 25th August last, and had been adjourned from time to time. The second case was connected with the first through Chiu Chiu being a partner of the Po Sung firm, and was an application for adjournment. He understood that Mr. Otto Kong Sing, who had hitherto appeared for the application, had received no instructions, and, as there was no appearance for the petitions, he would ask the Court to make an order for rescission in the one case and dismiss the petition in the other.

The applications were granted.

## ADJUDICATION GRANTED.

In the case of the Wing Shing Cheong firm the Official Receiver said he had filed a report. A petition had been filed on December 1st against a Receiving Order granted on September 1st, and he (the Official Receiver) was now asking for adjudication. The first general meeting of creditors had been duly held, but no resolution had been come to, and he therefore asked for adjudication and the appointment of himself as trustee. This was granted.

## A MAN OF MANY NAMES.

At the adjourned examination of the debtor in the Wing Yu Shing Hing Lee bankruptcy, the witness, in reply to the Official Receiver, stated that he had five aliases. He had filed his own petition after he had been in prison as an absconding debtor. He made an affidavit in support of that petition, in which he stated that his assets amounted to only \$9,000.

Mr. Goldring—Why do you put, in your statement of affairs, your estimated assets at \$16,000? How do you account for the discrepancy?

Witness—I might have made a mistake the first time, but there were accounts that brought out the figures the second time.

Continuing, debtor said he had been in business for 10 years as a Chinese banker. He also traded as a merchant. The bank was called the Foo Yuan bank. His share in it was \$9,000. When it failed the bank paid \$10,000 to its creditors, and the liabilities amounted to \$29,864. There was a separate arrangement with each creditor and they received different percentages of their accounts, ranging from 60 to 70 per cent. The cause of the failure of the bank was unsuccessful speculation in gold and small coins, and the failure of debtors of the bank to repay loans. At the winding up of the bank the creditors took over the management and settled affairs amongst themselves. He did not know what percentage they paid.

Witness was afterwards examined by Mr. Eldon Potter, for the trustee. Eventually the examination was adjourned.

## SPORT.

## CRICKET.

## CLUB v. UNIVERSITY.

To be played in the Club ground on Saturday, commencing at 2.15 p.m. The following will represent the Club:—T. E. Pearce (Captain), G. E. Aubrey, R. M. Austin, F. D. Biseker, R. A. Brand, R. Kennedy, M. M. Maas, L. D. McNicoll, Lt. Col. Morgan, F. J. de Rome and F. Sutton.

## ASSOCIATION FOOTBALL.

A meeting of the Referees' Board of the Hongkong Football Association was held at Victoria Barracks last evening. Commander Gibson presiding. The board met to consider a protest by the Islamics against the decisions of the referee in the Islamics v. Staff and Department match, which came to an abrupt conclusion on the 25th November owing to the Islamics refusing to accept the decision of the referee in awarding a penalty to the Staff and Department. After sifting the evidence very carefully, the Board concluded, &c., Staff and Department, &c., and, in addition, that the player who kicked the ball off the penalty spot into his own goal and another player of the Islamics be severely reprimanded. This decision is subject to confirmation by the Hongkong Football Association.

## SWATOW NOTES.

[FROM OUR OWN CORRESPONDENT.]

Swatow, December 4th.

## ELECTRIC LIGHTING.

Swatow introduced electric light a considerable time ago and now some of the surrounding cities are following in her wake. The first inland city to come into line in this respect is Chikau-an, which is said to contain three hundred thousand inhabitants. The people are densely packed and the place is badly lighted even in China. The electric company has already obtained permission from Peking and the Danyin of the district has promised due protection so that the electric plant will soon be in process of installation. The Swatow people who have been using electric light declare that it is a much more economical means of lighting than kerosene. The latter commodity has nearly doubled in price during the past few years.

## TELEPHONES.

The Swatow Electric Light Company has also under consideration the immediate introduction of a telephonic system. This will prove of great utility to the foreign community as a considerable number of them live on the other side of the harbour—the distance across being about one mile. An enterprising Chinaman has had a private telephone in working order for several years between his business house at Swatow and his house in the country at Cheng Hai, a distance of ten miles.

## A RAILWAY.

A meeting was held recently in the town to commemorate the laying down of the Swatow Chaochow railway. The line has now been in existence for ten years. The railway was financed by a rich Hakka who amassed his riches in the Straits Settlements. He has now delegated the duties of the Presidency to a younger member of his family. The gathering was well attended and the Chinese "orated" to their hearts content. The rich man who conferred so great a favour on the community must have felt highly delighted with the hearty votes of thanks conferred on him.

## "THE NEW DROOG."

The new Danyin has signalled his entry into office by administering a scathing rebuke to many of the officials in his wide district. According to local reports, he accuses them of a series of malpractices. He denounces, (1) the sale of offices to the highest bidder which he regards as a heinous crime as it leads indirectly to the blackmailing of the people, (2) the creation of certain committees in the yamen the members of which are sent to settle cases in the country where they have recourse to extortionate practices, and thus create ill feeling amongst the people—the members who compose these committees, it is stated, buy their offices, which is highly illegal; (3) the appointment of "go betweens," that is, men who stand between the magistrate on the one hand and the complainants on the other. The objection to these functionaries is that the people, in order to state their case, have to pay exorbitant sums of money to these middle-men. The Danyin has expressed himself as being highly dissatisfied with these matters. He has also arranged to test the efficiency of all petty officials recently appointed by the magistrates. In order to do so he has ordered them all to appear before him for examination. He has prescribed as a test that all these officials write down their suggestions as to the best methods of improving the Police conditions of Kityang.

The Danyin has issued new orders regarding opium. Evidently it has been reported at Peking that opium is being planted in sections of the Canton Province, and stringent orders have been sent to Canton that it must be suppressed. The Danyin appeals first of all to the people and reminds them that the planting of opium will bring serious consequences for China. He then insists that all the magistrates divide up their countries into small sections and that in each of these sections detectives be appointed who shall report at intervals of five days. Villagers who refuse to comply with the law will be rigorously punished. These preventive remedies sound well on paper but their inherent weakness lies in the fact that all these detectives can be easily bribed.

## INTIMATIONS

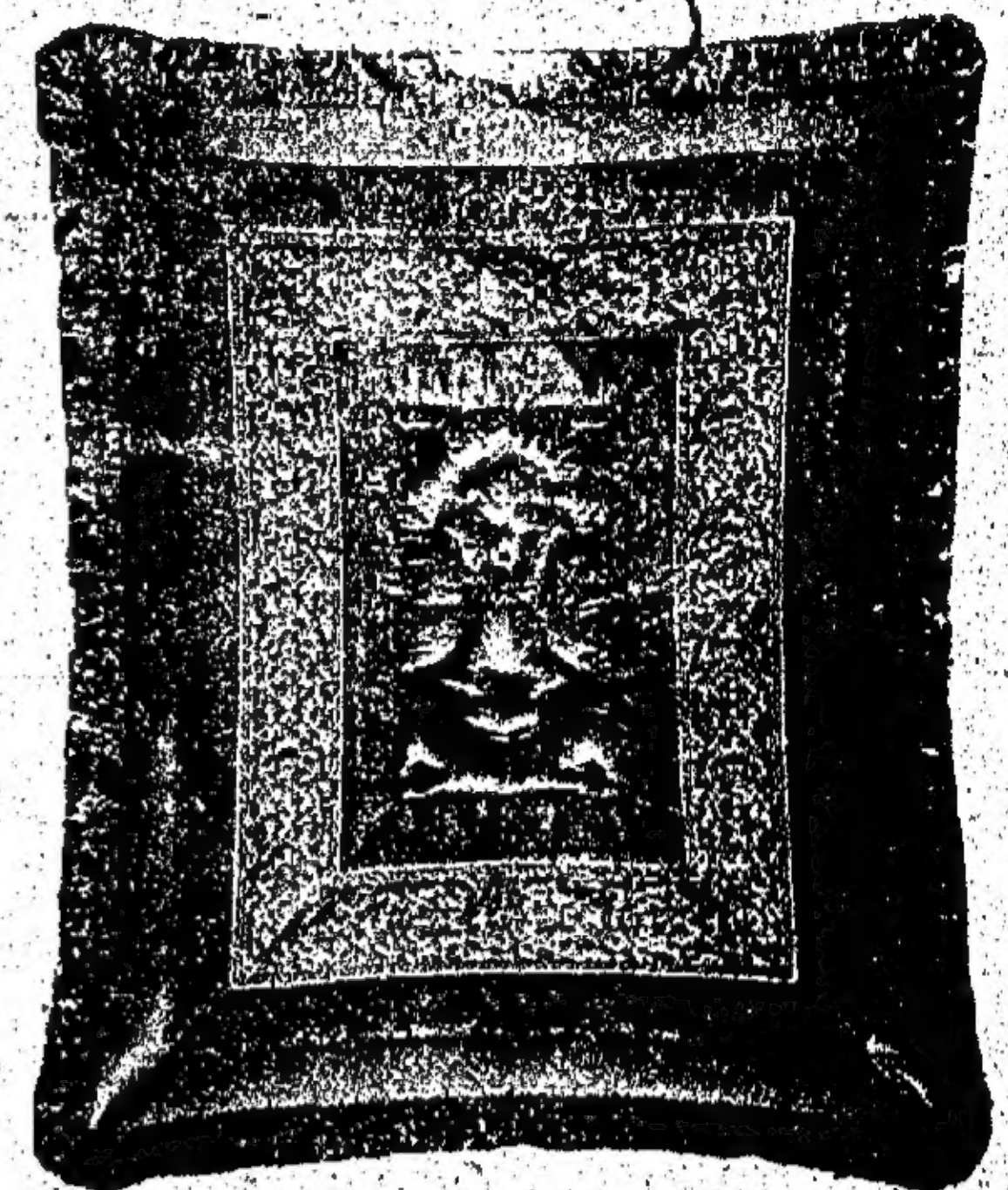
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1977







# THE WAR.

## THE FALL OF BUKHAREST: KAISER'S JUBILANT TELEGRAM TO THE EMPRESS.

## THE GREEK IMBROGLIO: STATE OF ANARCHY IN ATHENS.

## THE CABINET CRISIS: MR. LLOYD GEORGE TO FORM A GOVERNMENT.

### The Balkans.

#### LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

#### GREEK CRISIS. SAFETY OF BRITISH.

LONDON, December 6th.  
The British Minister at Athens telegraphs: "The city is quiet, but energetic measures have been taken to ensure the safety of the British."

#### THE SITUATION IN ATHENS.

PARIS, December 6th.  
The Athens Colony have gone to Piræus. The arrests of Venizelists continue. Liberal newspapers do not appear. Strong bodies of Royalists are establishing cordons in the streets. The Allied Ministers have ceased communicating with the Cabinet. The authorities are encouraging the anti-Venizelist movement in several provincial towns.

#### GREEK PRESS MESSAGES MISLEADING.

LONDON, December 6th.  
The Foreign Office states that press messages from Greece are misleading, inasmuch as the Royalists have regained control of the cable and press censorship, and Allied Press Correspondents in Athens are threatened with personal violence, as are all others who are suspected of Venizelist leanings. There is reason to believe that the Royalist forces and the mob have been guilty of very grave acts of violence.

#### SERBIANS CARRY HEIGHTS. CAPTURE PRISONERS AND BOOTY.

LONDON, December 7th.  
A Serbian official report states: "After violent artillery and infantry attacks on our whole front we carried strongly fortified and tenaciously held heights north-east of Budimiri. A fairly large number of prisoners and booty were captured."

#### FRANCO-SERBIAN PROGRESS.

LONDON, December 6th.  
A French communiqué says: "The Franco-Serbians re-progressed north of Paralovo and took 125 prisoners. There has been a violent artillery duel north of Monastir."

#### RUSSIAN REPORT. ENEMY'S SUCCESS RECORDED.

LONDON, December 6th.  
A Russian communiqué says: "The enemy has been successful in the direction of Tirgovista, Ploesti and the region of Dobanesti on the Tita-Bukharest Railway, where the Roumanians were compelled to retire in consequence of the piercing of their front. Enemy attacks in other sectors were beaten back."

#### ROUMANIA.

#### EXTENSIVE GERMAN CLAIMS.

LONDON, December 6th.  
A Berlin official report states that the Germans have cleared out the Roumanians from the south bank of the Argeus and are now advancing towards Bukharest. The report claims that they have captured 1,600 men and four guns in a fight on the Alt with the Orsova rearguard, whose way was blocked on the east bank of the river, and captured 4,400 other Roumanians. The report further says that the Germans have captured considerable stores of wheat, bought by Britain, on the railway to the north-west of Bukharest. The report admits a Russian success in Trotus Valley.

#### GERMANS CAPTURE SINAIA.

LONDON, December 6th.  
A German official report states: "We have captured Sinaia, 37 miles north-west of Ploesti."

#### PLOESTI JUNCTION CAPTURED.

LONDON, December 7th.  
A Vienna official message states: "Ploesti, an important railway junction north of Bukharest has been captured."

#### BRITISH ARMoured CARS. IN THREE ACTIONS IN DOBRUDJA.

PETROGRAD, December 7th.  
British armoured cars fought in three actions in Dobrudja. Commander Locker Lampson has been wounded and three petty officers are missing, believed prisoners. None of the cars was lost.

#### EARLIER CABLES.

#### GERMANS NEARING OIL-FIELDS.

LONDON, December 5th.  
The capture of Tirgovista brings the Germans on the outskirts of the Roumanian oil fields.

### FALL OF BUCHAREST.

LONDON, December 7th.  
A Berlin official announcement states that Bucharest has been captured. [Bukharest, the capital of the former Principality of Wallachia and of the present Kingdom of Roumania, stands 285 feet above sea-level in the fertile but treeless plain of the small, sluggish Dambovitza. It was the entrepot of trade between Austria and the Balkan Peninsula, the chief articles of commerce being textile fabrics, grain, hides, metal, coal, timber and cattle. It has been several times besieged, and between 1739 and 1812 suffered twice from earthquakes, twice from inundations, once from fire and twice from pestilence. The population of Bukharest is about 400,000.]

#### GREEK TREACHERY. TRAP FOR ALLIED TROOPS.

LONDON, December 5th.  
Telegrams from Athens state that the Allied troops walked into a trap on December 1st when they marched into positions which they had previously been notified by the Greeks that they would occupy. They found themselves surrounded by 25,000 Greeks before a shot was fired. Parleying was in progress when a Greek machine-gun suddenly opened fire on the southern side. The fighting spread to the eastern quarter, where the Greeks fired with a machine-gun on the Zappeion building from the Palace gardens, while Admiral Fournet and some officers were standing on the steps.

Two hundred and fifty British marines reinforced 150 Frenchmen who had been quartered in the Zappeion for a month past. The surrender or annihilation of the Zappeion garrison, after the conclusion of the armistice, was prevented by a French battleship most accurately dropping a few shells close to the Palace. The British casualties were eight killed and forty wounded.

Previously, a hundred French marines to the south of the city, refusing to surrender, cut their way through with the bayonet, but only thirty reached the shore. Since the armistice the Greeks have resumed control of the posts, telegraphs and railways. A thousand Venizelists were imprisoned during Saturday's reign of terror.

#### IMPORTANT SERBIAN SUCCESS.

LONDON, December 6th.  
Reuter's correspondent at the Serbian Headquarters states that the latest Serbian success is important. The Serbians have captured a whole series of strongly fortified positions including the summit of Granishte, which is of great strategic importance, for it threatens Sokol. If the latter falls, the entire Mogien region will be freed of the enemy.

#### Franco-Belgian Front.

#### LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

#### BRITISH FRONT. SUCCESSFUL TRENCH RAIDS.

LONDON, December 7th.  
General Sir Douglas Haig, in a communiqué, states: "We successfully raided trenches to the south-east of Neuville-St-Vaast. Attempted raids by the enemy on the west of Beaurains and on the north-east of Roelincourt failed. The enemy is heavily shelling the neighbourhood of Eaucourt-La-Abbaye, Mouquet Farm and northward to the Ancre."

#### EARLIER CABLES.

#### ENEMY SHELLING.

LONDON, December 6th.  
General Sir Douglas Haig reports intermittent enemy shelling on the Ancre.

#### LATEST CABLES.

#### FRENCH FRONT.

LONDON, December 6th.  
A French communiqué says: "There is nothing to report on the west front. Two enemy aeroplanes were brought down."

PARIS, December 7th.  
An official communiqué says: "There has been fairly active reciprocal artillery fire in the neighbourhood of Bouchavesnes and Champagne."

Our artillery dispersed an enemy detachment north-east of Fontaine-Endornois. On the left bank of the Meuse an enemy attack on the slopes of Hill 304, owing to our machine-gun fire, only gained a footing in some advanced elements and trenches.

#### SPIES IN HOLLAND.

AMSTERDAM, December 6th.  
A Dutchman and a German have been sentenced respectively to fifteen months' and six months' imprisonment for pro-German espionage in respect of ships carrying foodstuffs to England.

### Italian Front.

#### LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

#### ITALIAN DEFENCE.

#### ENEMY DRIVEN OFF.

LONDON, December 6th.  
An Italian official report states: "The enemy attempted to approach Scatolari, but were driven off. There has been intense artillery fire between Gorizia and the sea."

### Africa.

#### LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

#### AFRICAN FRONTIER FIGHT.

#### TWELVE HOURS' BATTLE.

LISBON, December 6th.  
In the Chamber the Premier announced that 2,000 Germans and Askaris, with guns of various calibres, attacked Newala, near the Mozambique frontier. After a twelve hours' battle, following a twelve day siege, the garrison succeeded in retreating in the night time on the 28th November.

### Naval Activities.

#### LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

#### HIGH SEA PIRACIES.

BRITISH SHIP TORPEDOED WITHOUT WARNING.

ALEXANDRIA, December 5th.  
The City of Birmingham was torpedoed without warning in the Mediterranean, and sank within twenty minutes. The largest boat was smashed and numbers of passengers struggled in the water for two hours before being rescued.

#### THREE MORE VESSELS SUNK.

LONDON, December 5th.  
The following steamers have also been sunk: "The *Palencia* (British), the *Pallas* (Russian) and *Draupner* (Norwegian)."

#### PORTUGUESE COAST SHELLED.

LISBON, December 6th.  
A submarine threw fifty shells at the Funchal coast, hit a boat, and killed six Portuguese sailors. The submarine disappeared when it was subjected to strong fire from the land batteries.

#### LATER.

It transpires that there were two submarines engaged in the raid on the Funchal shore, which they bombarded for two hours. Little damage was done.

#### FRENCH GUNBOAT TORPEDOED.

LISBON, December 6th.  
The French Gunboat *Surprise*, the ship *Rangerou*, and the British steamer *Dacia* were torpedoes. There is an official death roll of 34, many of whom were members of the crew of the gunboat.

#### AMERICAN STEAMER SUNK.

NEW YORK, December 7th.  
Submarines, on the 22nd November, sank without warning the American steamer *John Lambert*. The shelling continued while the crew were boarding the boats.

#### EARLIER CABLES.

#### MORE ADMIRALTY CHANGES.

LONDON, December 6th.  
The new Admiralty appointments are regarded as signifying radical changes. Vice-Admiral Sir Cecil Burney, who has long been second in command of the Grand Fleet, will deal with the personnel of the Navy, while Captain Lionel Halsey, who fought at Ladysmith, commanded the *New Zealand* on her Empire cruise, and has been a Captain of the Fleet, will supervise the Transport Service.

#### COALING STATIONS.

#### FAR-REACHING BRITISH REGULATION.

WASHINGTON, December 6th.  
The British Embassy notifies that, owing to the scarcity of tonnage and coaling facilities at British ports, coaling stations abroad will be reserved for British and Allied vessels and for neutrals who have undertaken to carry the ships for the benefit of British and Allied interests.

### Russian Front.

#### EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

#### THE CARPATHIANS.

#### AUSTRIAN CLAIMS.

LONDON, December 6th.  
An Austrian official message says: "An Austro-German counter-attack in the Carpathians has deprived the Russians of all their recent local gains. Russian attacks on the old Moldavian frontier were repulsed with heavy losses."

### General.

#### LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

#### KAISER AND BUCHAREST.

JUBILANT TELEGRAM TO THE EMPRESS.

AMSTERDAM, December 7th.  
The Kaiser has telegraphed the Empress as follows: "Bucharest taken. What magnificent success on the road. Victory gained by God's help."

### THE POLITICAL CRISIS.

#### WITH MR. BONAR LAW'S CO-OPERATION.

LONDON, December 6th.  
It is authoritatively stated that Mr. Lloyd George is forming a Government with Mr. Bonar Law's co-operation.

#### KING CONFERS WITH LEADING MINISTERS.

LONDON, December 6th.  
Mr. Lloyd George has up till now had no private audience with the King. All the Ministers attended at the Palace, but only Mr. Asquith, Mr. Lloyd George, Mr. Balfour, Mr. Bonar Law, and Mr. Henderson were present at a conference, at which the King presided, lasting upwards of an hour and a half. Nothing definite has transpired.

#### STATEMENT BY LORD DERBY.

LONDON, December 6th.  
Lord Derby, in a speech declared that especially as regards the question of manpower the Government had not had a serious grip of the position indicated. Mr. Lloyd George's proposal was for a small War Committee sitting daily. When Mr. Asquith was not able to preside Mr. Lloyd George would preside, Mr. Asquith having the right of veto.

#### MINISTERS SUMMONED TO MEET AT BUCKINGHAM PALACE.

LONDON, December 6th.  
The King has summoned a general meeting of the Ministers at Buckingham Palace in the afternoon.

#### THE HOUSE OF COMMONS.

LONDON, December 6th.  
It is officially stated that the proceedings at Thursday's sitting of the Commons will be formal. The House will be adjourned till Monday.

#### MR. LLOYD GEORGE SUMMONED.

LONDON, December 6th.  
The King has summoned Mr. Lloyd George.

#### LATEST DEVELOPMENTS.

LONDON, December 7th.  
Yesterday's developments prove the immense difficulty of re-creating a Coalition Ministry. Mr. Bonar Law's failure is regarded as definitely showing that Mr. Asquith and his Liberal colleagues will refuse to join the new Ministry, but are resolved to form an Opposition.

It is believed that not many Unionist ex-members of the Cabinet will continue in office, though doubts are expressed regarding Mr. Austen Chamberlain.

Some anticipate that Mr. Lloyd George will break away from conventionalities and make a bold experiment in the art of Government. He is credited with the intention of bringing in Lord Milner, Lord Reading, and, possibly, Mr. F. E. Smith and Mr. Winston Churchill. His hardest task will be to secure the goodwill of the Labour Party. It is stated that Mr. Henderson does not object to serve provided the Labour Party authorises him. Despite that Party's allegiance to Mr. Asquith there is a growing minority who believe that the Asquith Government lacked the power of quick decision, while all Labour Members are impressed with the necessity for a vigorous prosecution of the war.

Mr. Fenwick, M.P., interviewed, says the feeling in the north of England is such that a Government minus Mr. Asquith will not last twenty-four hours.

#### EARLIER CABLES.

#### LABOUR SUPPORT FOR MR. ASQUITH.

LONDON, December 6th.  
Mr. G. J. Wardle, M.P. for Stockport, and Chairman of the Labour Party, in the course of an interview, declared that the whole Party would unreservedly support Mr. Asquith. The Labourites generally were of the opinion that the crisis ought not to have arisen. They were quite prepared to see a smaller War Council, but did not think that it should have been accomplished by the means which had been adopted. They recognised that Mr. Lloyd George was a great driving force, but felt that in a crisis of this kind the proposal to overthrow the Premier was not a proper and not a supportable policy.

#### A NATIONAL MINISTRY.

The King has asked Mr. Lloyd George to form a Government. Mr. Lloyd George has consented, and he will endeavour to form a National Ministry, irrespective of Party.

#### PROPHECIES.

LONDON, December 6th.  
The *Times* states that Viscount Grey is certain to retire with Mr. Asquith, and that Mr. McKenna, Mr. Runciman, Mr. Hargreaves and the Marquis of Crewe will only serve under Mr. Asquith. It is not likely that Mr. Balfour or Lord Lansdowne will re-assume office. The Labour element is the most uncertain.

#### THE COUNTRY PROBABLY REGARDS MR. LLOYD GEORGE AS THE MOST LIKELY SUCCESSOR TO MR. ASQUITH, AND THE MOST PROBABLE COMBINATION AT PRESENT IS MR. LLOYD GEORGE, MR. BONAR LAW AND SIR EDWARD CARSON.

The time has come to return to the old English system of small Cabinets. The Parliamentary situation is most extraordinary. The Treasury Bench will be empty for the first time in modern history when the Commons re-assembles to-morrow.

#### LATEST CABLES.

#### VICTORY FOR ITALY.

#### WHAT IT MEANS.

ROME, December 6th.  
In the Italian Chamber Signor Boselli said the Italian navy was increasing and there were now 2,200 war factories. He emphasised that victory would assure for Italy command of the Adriatic and incontestable rights on the opposite shore, without overlooking the just demands of their Slav neighbours. He also emphasised that the Allies had no intention of favouring "hazardous anti-dynastic movements in Greece."

### FOOD SUPPLY.

#### CULTIVATION OF COMMON LAND.

LONDON, December 6th.  
The Board of Agriculture has been empowered to enter upon and cultivate unoccupied or common land, with a view to the maintenance of the food supply.

#### BRITISH LOAN IN JAPAN.

#### FULLY SUBSCRIBED.

LONDON, December 6th.  
Reuter's Agency has been informed that the British Loan in Japan has been fully subscribed, and the lists were consequently closed on the 6th December instead of the 8th December.

#### NATIONAL FACTORY EXPLOSION.

#### TWENTY-SIX WOMEN KILLED, THIRTY INJURED.

LONDON, December 6th.  
It is officially reported that an explosion occurred in a National Factory in the north of England last night. Twenty-six women workers were killed and thirty injured. The damage is slight.

#### FOOD SCARCITY IN PRUSSIA.

#### GEESSE AT 150s. EACH.

AMSTERDAM, December 7th.  
The Prussian Diet has discussed the question of food scarcity. It was mentioned that geese now cost 150s. each. Much suffering in the winter is forecasted.

#### NEW CARDINALS.

ROME, December 7th.  
The Pope, at a secret Consistory, has created ten new Cardinals, all French and Italian. There were no Austro-Germans present, as Cardinal Frühwirth will receive the red hat on the 7th inst.

#### SCENES IN THE DUMA.

#### PRESIDENT CHALLENGES A MEMBER TO A DUEL.

PETROGRAD, December 7th.  
The debates in the Duma culminated in the resignation of the President, M. Rodzianko, a consequence of an insult by J. Y. F. Dick (Highland Light Infantry), Second Lieutenant A. A. S. Hamilton (Berkshires), Second Lieutenant W. H. L. Parry (Royal Fusiliers).

Wounded—Surgeon Major F. W. Bailey (Field Artillery), Major M. C. H. Bird (Garrison Artillery), Second Lieutenant E. E. Fitzgerald (Cheshires), Captain R. B. Ireland (Royal Engineers), Second Lieutenant D. J. Jones (Royal Engineers), Captain J. Nichols (London Regt.), Second Lieutenant G. W. A. Park (East Yorkshires), Lieutenant P. A. H. Thornley (Manchester), and Second Lieutenant J. Tryic (Worcestershires).

#### CURTAILING RAILWAY SERVICES.

LONDON, December 6th.  
Drastic curtailments of British railway services are expected.

#### THE IRISH QUESTION.

#### EFFORTS AT A SETTLEMENT.

LONDON, December 6th.  
The *Daily Chronicle* says there have been discussions for some time between Mr. Lloyd George, Sir Edward Carson and the Irish leaders with a view to an Irish settlement, based on proposals made by Sir Edward Carson for the establishment of a Home Rule Parliament for the whole of Ireland, the Protestants receiving proportional representation, and Ulster to be included for three years. Sir Edward Carson imposes a condition that Nationalists should agree to conscription.

#### GOLD AND SILVER.

#### RESTRICTED IMPORTATION.

LONDON, December 7th.  
A Proclamation prohibits the importation of gold in any form except to the Bank of England, and all jewellery and silver manufactures except watches.

#### GALLANT AIRMEN.

LONDON, December 7th.  
The *Gazette* pays tribute to the gallantry of Flight Lieutenant Cadbury and Flight Sub-Lieutenants Pulling and Fane who, on the morning of the 29th November, pursued seaward and attacked at close range a Zeppelin raider, which Pulling destroyed, all three being exposed to machine-gun fire throughout.

#### THE CARDROOMER'S DISPUTE.

#### REFERRED TO ARBITRATION.

LONDON, December 7th.  
A Proclamation declares that the Lancashire cardroomers' dispute is prejudicial to the supply of munitions and applies the Munitions Act thereto. The dispute will therefore be referred to arbitration.

#### HORNSEY ELECTION.

LONDON, December 7th.  
Mr. Kennedy Jones has been returned unopposed for Hornsey.

#### KING RECEIVES THE SIRDAR

LONDON, December 7th.  
The Sirdar Daljitsingh has been received in audience by the King.

#### OBITUARY.

#### DR. RICHTER.

AMSTERDAM, December 6th.  
A message from Bayreuth announces the death of Dr. Richter, the famous musician.

#### SIR JAMES LYALL.

LONDON, December 7th.  
The death of Sir James Lyall is announced.

#### GOVERNMENT TO CONTROL MINES.

LONDON, December 5th.  
The *Daily Chronicle* says that Government control will be extended to the whole of the British mines.

### DEARER NEWSPAPERS.

LONDON, December 6th.  
English newspaper proprietors have decided to increase the price of newspapers by a half-penny, but the alteration will not affect the morning papers for three months.

### KAISER AND THE POPE.

ROME, December 6th.  
Cardinal Faulstich, late Papal Nuncio at Munich, has had an hour's audience with His Holiness the Pope. It is understood that he brought a message from the Kaiser.

### PRESIDENT OF DUMA RESIGNS.

#### SEQUEL TO AN INSULT.

PETROGRAD, December 6th.  
M. Rodzianko has resigned the Presidency of the Duma, owing to an insult by M. Markoff, one of the leaders of the Extreme Right.

### ROLL OF HONOUR.

LONDON, December 6th.  
The following casualties are announced:—

Killed—Second Lieutenant E. F. Lawlor (Monmouthshires), Second Lieutenant G. N. Slinger (Field Artillery), Captain J. Tiley (Norfolks), Captain T. I. W. Wilson (Manchester) and Captain R. F. Wolstenholme (Cheshires). Previously reported missing, now killed—Second Lieutenant D. K. Cooper (Northamptonshires). Died of wounds—Second Lieutenant B. L. James (Buffs).

Previously reported wounded, now died of wounds—Second Lieutenant J. Y. F. Dick (Highland Light Infantry), Second Lieutenant A. A. S. Hamilton (Berkshires), Second Lieutenant W. H. L. Parry (Royal Fusiliers). Wounded—Surgeon Major F. W. Bailey (Field Artillery), Major M. C. H. Bird (Garrison Artillery



## FROM



Land of Brown Heath and Shaggy Wood,  
Land of the Mountain and the Flood.

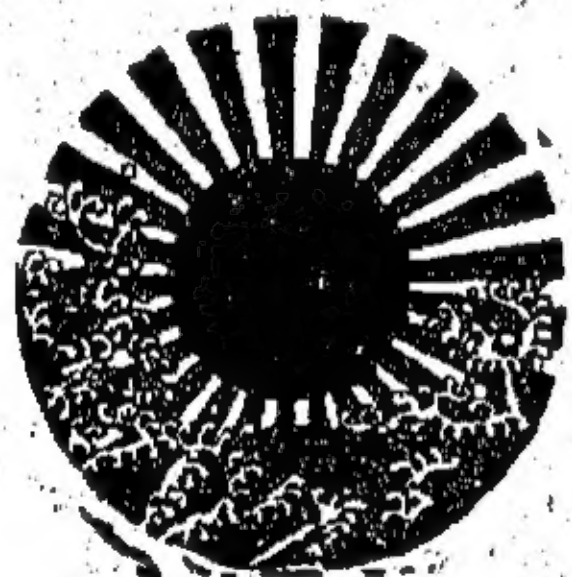
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Grand Prize of Honour  
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SAN FRANCISCO, 1915



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SOLD EVERYWHERE



NOTICE

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or identification papers. All persons with certain exceptions who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916.

Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

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[77]

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Superior to Emulsions or Cod Liver Oil.

Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.

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THE NEW FRENCH REMEDY  
**THERAPION No. 1**  
THERAPION No. 2  
THERAPION No. 3  
THERAPION No. 4  
THERAPION No. 5  
THERAPION No. 6  
THERAPION No. 7  
THERAPION No. 8  
THERAPION No. 9  
THERAPION No. 10

## WEATHER REPORT.

On the 7th at 11:30.—No returns from Japanese stations. At all other stations pressure has increased slightly, except over Indo-China, where it has decreased slightly.

A new anti-cyclone has formed over China.

The monsoon will freshen along the east coast of China and over the China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since 1st January, 1916, 12.61 inches, against an average of 12.10 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST.
Hongkong to Gasp Hook	N.E. winds, fresh fine.
Formosa Channel	N.E. winds, strong.
South Coast of China between the same as Hongkong and Lamook	No. 1.
South Coast of China between the same as Lamook and Shanghai	No. 1.



**NOTHING IS MORE  
EMBARRASSING THAN  
EXTREME THINNESS.**

It is the plump, well-developed man who "cuts the melon" and has the fun socially.

Scrawny, skinny people are seldom popular. We all admire fine figures. No dressmaker can hide a bony, skinny form.

You ought to test the one guaranteed reliable treatment which has made good "for years in England, which has taken America by storm and which has been awarded a gold medal and diploma of honor at Brussels, Belgium.

Nothing in history has ever approached the marvellous success of this new treatment, which, according to report, has made more thin folks plump than all the "tonics" and ineffective medicines for fifty years.

There's a reason. Plump, well formed men and women assimilate what they eat. Thin, scrawny ones do not.

This new discovery aims to supply the one thing the thin folks lack, that is the power to assimilate food.

It removes the vigor, re-establishes the normal, all in nature's own way. It is not a task to jaded nerves, but a generous upbuilder.

A. S. WATSON & CO., LTD.,  
VICTORIA DISPENSARY,  
THE PHARMACY,  
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THE EDWARD DISPENSARY.

Don't worry take SARGOL.

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## TO THE LADIES.

Pinkettes are a boon, ensuring daily regularity, thus removing the causes of sick headaches, biliousness, facial eruptions and ill-smelling breath.

**PINKETTES**

the dainty little gentle-as-nature laxative, are obtainable from chemists, or, post free, 60 cents the pill, from Dr. Williams' Medicine Co., 96, Szechuen Road, Shanghai.

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## A CURE THAT CURES.

There are men and women in every locality who are being racked to death with Rheumatism. Many of them have tried electricity, liniments, Turkish and mineral baths, massage, etc., while others have been doctored until they have lost all hope and patience. LITTLE'S ORIENTAL BALM has, by its thousands of successful cures, demonstrated its superiority over any known treatment for the cure of Rheumatism. Through it sufferers have abandoned their crutches, and others have been cured after years of suffering. We have yet to learn of a single instance where LITTLE'S ORIENTAL BALM has not cured when given a fair trial.

Mr. H. E. Wood, Whitcomb St., Hereford, writes:—"For the past 5 years I have been laid up totally lame from Rheumatism, and suffered the most excruciating pain; all medical aid was unavailing. Two bottles of LITTLE'S ORIENTAL BALM cured me completely."

Sold at 4d. per bottle.  
Agents for Hongkong:—  
Messrs. A. S. WATSON & CO., LTD.

914-15

I say  
**KEATING'S  
LOZENGES**  
cure the worst Cough

## GERMANY'S FOOD.

## A NATION GROWING THINNER.

## FATS AND OIL VITAL.

[BY D. THOMAS CURTIN.]

On my arrival in England I find that the first question asked me by everybody is, "What are the facts of the food situation in Germany?"

The facts are that the whole of Germany and Austria-Hungary are in a condition that is not yet serious, but is already extremely uncomfortable. I have weighed that phrase carefully in my mind, and believe, as I shall endeavour to show, that it truthfully expresses the state of affairs. This statement of mine will be resented by the myriad agents of the German Press Bureau in Germany and all over the world. Every statement indeed that I make which is distasteful to the German Government will I am very sure, arouse anger and abuse. When that young Anglo-Dutch journalist, Mr. Looptuit, penetrated to Turkey and achieved a journalistic coup of the first magnitude by dining in the same room as the Kaiser at the Nish banquet, the tactics of the German Government in the matter were simple. Orders were issued that no mention of the matter was to be made in the German papers at all. When, however, rumours emanating from the Kaiser's personal entourage became so numerous as to necessitate some explanation of the laxity of the Kaiser's personal bodyguard, certain dismissals of Court officials took place and at the same time a short, down-right denial was issued by the Wolff Agency. In regard to my serious statements as to the German food situation I shall be met by denials, I have no doubt, of all my statements—possibly of my very existence. It is well that passports tell tales, and that I have other proofs than the German official stampings of my passport.

Of the food situation in Germany I am bound to say that until recently the whole state of affairs has been exaggerated by portions of the Allied Press. Stories of starvation are the kind of thing that women demanding butter after standing five or six hours in the rain or snow and breaking a few windows is an event easily magnified into a food riot.

## A CHRISTMAS NARRATIVE.

I will deal with the state of food in Germany as I know it, going back as a starting point to last Christmas Day, when at the house of hospitable people, well endowed with this world's goods, I had a Christmas dinner of the lavish German kind, lasting nearly four hours. It consisted of soup, carp, and, in my honour as an American, turkey and cranberry sauce, together with plum pudding—which they imagined, incorrectly, to be necessarily an American Christmas dish. There was an abundance of dessert, Baumkuchen, marzipan, ornamental sweetmeats, Rhine wine, champagne, liqueurs, and real coffee. It was a special occasion, of course, and I do not think that many German households will be able to afford anything like this plenty on Christmas Day, 1916.

English and American people read of meanness and fatness days. It is not the absence of meat, but the absence of fat, that hurts. Butterless war bread and acorn coffee, now sweetened, not with sugar, but with saccharine, form a monotonous breakfast that is almost nauseating. Cooking without fat or grease of any kind is a task that taxes the cleverest housewife.

There is fat in Germany the entry of which can be stopped. It consists of the oil or cottonseed oil in which Norwegian sardines are preserved. These sardines are being stored all over the Empire "for the coming siege," as my American friends in Berlin call it. After the sardines have been eaten—also by the way a rather fatiguing diet after 30 or 40 meals of them—the oil is used for frying. Unfortunately the oil imparts a flavour of sardines to whatever is cooked in it. The stoppage of the sardine and other imports would have a material effect upon the length of the war.

Another article that is to be found in abundance everywhere is chocolate in its various forms. Recent blockade measures have increased the price of cocoa in Berlin by some 40 per cent, but there are, I know, immense stores of chocolate and cocoa in Germany. Unlike the Anglo-Saxons, the Germans are a strictly saving and far-seeing people. Every German household able to do it has supplies of some sort or other laid in. On September 1st a food inventory was taken throughout the whole Empire by a house-to-house visitation, any case of incorrect statement being punishable by a heavy fine.

## VOLUNTEER SPIES.

The hands of the Government in Germany are strengthened by certain elements in the German character, one of which is the tendency of people to spy upon each other. Here is a case. Last Easter the customary baking of cakes—a time-honoured ceremony in Germany—was forbidden all over Prussia from April 1st to 26th. A certain good woman of —, whose husband was coming home from the trenches, thought that she would welcome her soldier with one of the cakes of which German men and women are so fond. She foolishly displayed her treasure to a neighbour, who had dropped in for gossip. The neighbour, short of the interview, went home to her telephone, called up the police and, as she put it, did her duty. I suppose from the German point of view it is the duty of people to spy in each other's houses. From an Anglo-Saxon point of view it is something rather like sneaking at school.

Despite all these precautions it is commonly believed by the masses that the big people—the rich classes and the aristocracy—get all that they want. This belief is one of the many causes of German discontent among the masses.

There are two places within the bounds of the German Government in which there is no visible deficiency of food: one I believe to be the German Army and the other the Navy, on active service. Soldiers in reserve and the Landsturm

to my knowledge go short—very short. It is, in fact, a common joke to suggest that the soldiers hate coming back on leave to face the fatless cupboard of their homes.

Another place where there is no deficiency is the railway train, where for the benefit of travelling neutrals, very decent meals at the old prices are always to be had. One train restaurant conductor said to me, "Yes, you foreigners get it and we trainmen have to give up our own bread and butter tickets for your benefit."

Another class that I believe does not suffer is the wealthy agriculturist, whose supplies come from his own farm. Not even the German minuteness of economical combing out can, for example, prevent a farmer getting a little extra of his own milk, egg, or butter or game.

The great food question is that involved in what you call "Dutch" cheese, which the Germans call Hollander or Edamer cheese. Up to the middle of August Dutch cheese (how I got to hate it!) was plentiful. Sometimes it is still to be had in quantities—then again it suddenly disappears. Every ounce of Dutch cheese that is eaten by the people of these islands is so much less Dutch cheese for the Germans. Every bar of chocolate that is kept out of Germany helps to shorten the war.

At one time the Germans were endeavouring to stir up American sympathy by the statement that German infants were deprived of milk, but in fact no German child has suffered by the blockade. The milk regulations prescribe that it should be first allotted to the young children. There is fresh milk to be had everywhere for the babies, and there is no dearth whatever of condensed milk. In the country villages I found no milk deficiency, and the substitution of condensed milk for fresh milk can hardly be considered a severe hardship in the cities. The condensed milk, which is of German manufacture and comes also from Holland and Denmark, is not, as a rule, of the richest quality.

## A CHEMIST'S TESTIMONY.

Returning to the question of fat and grease as essentials of life, I had a long conversation with a German chemist of more than German reputation. His conversation summarized was as follows:—

"How long," he asked, "do you think these English can hold out?" It is always the English, he observed, never the French or Russians. I replied, as delicately as I could, that on previous occasions when the English had gone to war they had lasted a very long time. The conversation took place about three weeks ago. "Can they last till January?" he said. "Which January?" I replied. "Next January." I suggested that most Americans other than the hypochondriacs were of opinion that England, Australia, New Zealand, Canada, and the rest of them would last a great many Januaries. "But they are very short of food, aren't they?" he said. I told him that I had not heard of any deficiency in England. He asked me to call upon him next day, when he repeated the questions. His view of the German situation was exactly as follows:—

"Our principal difficulties," he said, "are three. The necessity for propping up all those wretched Austrians with a stiffening of our good Prussians and Bavarians; the absence of the heavy Chilean nitrates essential to the productivity of our farms, and the terrible fat proposition. Our nitrates extracted from the air served us very well this year, because it was a damp year. It helped us to produce beet, though not nearly as good as that obtained from South American nitrates. The beet is one of the most puzzling roots of all. Its saccharine properties cannot be told by appearance, but only by close chemical analysis. The absence of our old imported fertilizers means a steady decrease in the production of sugar and a dozen other staples."

"The oil difficulty is almost insuperable. You have doubtless seen the many thousands of acres sown with sunflowers and poppies. Our oil extraction from these has been unexpectedly successful, but it is, of course, only a thimbleful compared with the demands of the munition makers and the populace. It is all very well for our public opinion manufacturers to repeat the phrase 'Wir halten durch' ('We are holding out'), but as a chemist I should like to know how we are going to do it. The longer we hold out the worse for our economical future. It is already obvious, from republishing chemical works, dye factories, sulphuric acid plants, and a hundred other industries, of which news is coming from England. Our Foreign Office, our army and navy, and newspapers ought to pay a little more attention to the chemists. I am not the only one who has issued a warning as to our ability to hold out, and I have more than once suggested that if the English were to pay us an indemnity, give us a lease of Antwerp, restore the colonies, with the Belgian Congo as a recompense for our expenses in Belgium, we should put a stop to a war of which, for one, was never in favour from the outset. We German chemists had the world at our feet. We are no longer supreme."

It is only men of importance and wide vision who talk to a foreigner on lines such as these which, from the German point of view, are generous and expansive.

## TYPICAL MEALS.

I have been asked several times during the last few days to describe one or two typical days' meals in Germany. I give them as served by my landlady in a high-class suburb, equal to your Hampstead or Suburbia. My apartment for board and apartments, consisting of a bed room, small writing room, with use of the house telephone, was rather more than £3 weekly. Breakfast consisted of two fresh eggs, coffee (made probably of acorns, chicory, and burnt malt), or, as I could not stand this mixture, chocolate. A few weeks ago I had skimmed milk—latterly condensed milk; the equivalent of three small rolls of bread made of potatoes, rye, and white wheat. The very limited butter allowance renders it necessary to oke out the butter ticket with jam, and to provide this jam the Government has commandeered

(Continued at foot of next column.)

## MR. CHURCHILL'S PART IN THE WAR.

## WARM EULOGY.

Lord Rothermere, in an article in the *Sunday Pictorial*, warmly defends Mr. Churchill against recent attacks. He says the remarks of the majority of the unsparing criticisms against him centre round the Dardanelles. As the matter is the subject of a commission's inquiry the public must await the commission's report, when it may form its own conclusions.

Lord Rothermere eulogises Mr. Churchill's foresight and courage in selecting Admiral Jellicoe and Admiral Beatty out of the ordinary way. Both the appointments have been amply justified by events. He also defends his other selections, including Rear-Admiral Oliver, chief of the Admiralty War Staff, Vice-Admiral Bacon, and Vice-Admiral Tyrwhitt. It is significant that these men, long after Mr. Churchill's resignation, are still discharging the duties he allotted to them.

Early in 1912, Mr. Churchill warned the Admiralty of the future rôle of the Zeppelins, and urged the construction of similar aircraft scouts. If his views were not carried into full effect the responsibility, no doubt, rests in a degree with Mr. Churchill, but also, perhaps, in a greater degree with the naval experts, who were divided or who held lukewarm opinions, and with the Ministers, who were ignorant or sceptical of the importance of aerial warfare.

Mr. Churchill, he continues, was oppressed with the difficulty of obtaining money, and was convinced that the Hornet aeroplane had established a superiority upon land and sea, and determined to concentrate his limited resources mainly thereon. Mr. Churchill, in a written communication early in 1915, outlined the entire conception of the tanks to the Government, and by the end of March ordered the construction of a considerable number, identical with those now used on the Somme. It is difficult to exaggerate what was accomplished under his energetic régime in the early days of the war. It is to Mr. Churchill's credit that at the outbreak of the war, after a century of peace, we found every ship, great and small, ready and at their war stations. That was a wonderful achievement, of preparedness alone, and sufficient to secure to Mr. Churchill and all others concerned in it a grateful recognition in the records and in the minds of their countrymen.

root crops such as turnips, carrots, and plums, damsons, and apples. A significant fact is that they are already eating this year's jam in Berlin. When I lunched at my room I had fish, cheese, bread and the inevitable sardines. The war has enormously developed Germany's fish supplies from the Baltic, and from Holland, until you, tardily, dealt with the matter. All kinds of fresh foods are being brought in from the North. Seal meat is sold here and there, and polar bear, the latter at 1s. 6d. a pound. There is an abundance of food swimming about in the Baltic, and the Germans are increasing their supplies of fresh water fish, which have always been carefully conserved. When I lunched at a restaurant such as the Rheingold, I got *hors d'oeuvres* consisting of sardines, potato and tomato salad (without oil), vegetable soup, fish, meat (half a pound of meat served only on production of meat ticket)—that is to say, the half-pound, which is weighed with bone and fat and has to be extended over a period of even days, cheese and fruit. There is no lack whatever of wines, spirits and even some Scotch whisky, of which later the supply at the Hotel Adlon is running out owing to the demands of German officers and travelling Americans, who are partial to it. Appearances are kept up at all the hotels visited by foreigners—partially by patriotic endeavours on the part of hotel keepers and partly by Government hints.

## TICKET LARCENY.

Needless to say there is much juggling of the various meat and bread tickets. People living in apartment houses meet regularly to exchange and re-exchange them according to their taste. A curious form of crime has begun in Germany—the theft of these tickets. Households with lodgers have applied for more tickets than they are entitled to. The depôts for the distribution of these tickets have been broken into. I mention these matters as showing the increasing food stringency.

So far as I am personally concerned my health in no way suffered until comparatively recently, when I began to lose weight. I have lost some ten pounds in the last three months, and was so accustomed to food cooked in butter or oil that on arriving in Holland and eating this food I suffered from nausea, which is only now passing away. The whole German people is getting thinner, to the advantage of some of them.

Late dinner, which was being brought into fashion by English imitators before the war, has disappeared, and supper is a meal resembling that of midday. On one or two occasions I received gifts of a little sausage from friends in the country. Gifts of food have taken the place of almost every other little present. Against this beginning of what is obviously to be severe privation is a background of a certain measure of gaiety in Berlin, organized for the most part and having lost much of the lustre of a year ago. Theatres and music-halls are well attended. There is no lack of light. London's nocturnal darkness is only equalled by Berlin's nightly brightness. Horse-racing is steadily maintained, for the purpose of keeping up appearances and gambling. There is an immense amount of money about. The munitioners are squandering money in all the great centres; diamonds and pearls were never so freely bought in the history of the Empire. It is what we Americans call a "mix-up," that will "straighten itself out," as we say, if all cleanness and fat-containing products are kept out of Germany.

In the opinion of thoughtful neutrals in Germany the kindest way of helping to end the war would be narrowly to watch the neutral imports of oil of all kinds. The effect will not be immediate. The Germans are a nation of squirrels in the matter of storing up, and they have been preparing for a very trying winter.

—Times.



## RUMANIA.

## "PIVOT OF THE WAR."

[BY DR. E. J. DILLON.]

In the deliberate judgment of the few who possess accurate knowledge of the driving forces of the war and a keen feeling for the politico-military necessities of the moment, Rumania is becoming the pivot of the European campaign. Circumstances, not choice, has made it so. Tested by accepted standards, comparison of belligerents' resources, or even by the purely military consequences of recent events, this statement is undoubtedly paradoxical. For we have been repeatedly assured that so long as Rumania's armies are intact the loss of her territory can be logically proved to be of little moment to the Allies, and even to be positively disadvantageous to the enemy. But to reason on these lines in Rumania's case to-day would be misleading and dangerous. I venture to emphasise this view because it is based upon varied and carefully sifted data, and is therefore well worthy of the attention of those upon whom prompt and energetic action depends. Events are certain to bear it out, in whatever direction they may point.

What strikes me is the enormous power of attraction which the invasion of Rumania has for Hindenburg and the Kaiser.

## ENEMY'S GREAT EFFORT.

It is no exaggeration to affirm that for them it constitutes a definite victory over all the Allied nations, and everything else which it would involve. We may laugh this notion to scorn, but we cannot gainsay that it is the conviction of the Germans, and supplies them with an astonishing driving power of which, at this stage of the campaign, they were deemed incapable. However difficult the invasion of Rumania seems, and is, Hindenburg may deem it well worth while to attempt it repeatedly at a seemingly prohibitive cost, and for this eventually it believes the Allied nations to be prepared. Unwonted promptitude and thoroughness on their part are essential to success. Russia having discerned this, is now doing her part, and during the past few days (the article was written on November 1st) has been despatching troops which the enemy hoped would never come. It would be contrary to public interest to disclose the number, but it may be permissible to say that it represents a very liberal contribution to the undertaking. Italy's effort is already known. In short, all the Allied Governments are strenuously exerting themselves to belie the popular proverb that prevention is better than cure. And this is as it should be. For to frustrate Hindenburg's scheme, no efforts can be too strenuous, no sacrifices too costly, because, as already stated, the bearings of the Rumanian campaign are becoming so far-reaching and varied that they can no longer be gauged by the standards of strategy, nor by those political criteria still in vogue which were hitherto looked upon as infallible.

The sooner, therefore, we readjust our system of valuation to the changed conditions, and take a true view of the interplay of psychology, national politics, and strategy, and of the limits which each sets to the others, the better for the common cause.

## HOW RUMANIA WAS DECEIVED.

It has been mysteriously suggested in certain quarters that Rumania's war plans were upset by an unlooked-for development. The truth is that Bulgaria had entered into a secret treaty with Rumania guaranteeing that if Rumania entered the war Bulgaria would be neutral so far as her neighbour was concerned. But this treaty, doubtless dictated by Berlin, was merely a German scrap of paper. Thus it was that Rumania found herself involved in a war on two fronts instead of only one. It seems remarkable that Rumania trusted her perfidious neighbour. But such, it is alleged, was the case. Hence the big army thrown by Rumania into Transylvania, and the subsequent retreat owing to the recall of troops to defend the Dobruja front against Mackensen.

## WHO STARTED THE WAR?

## GERMAN CHANCELLOR'S IDEA.

The German Chancellor, Dr. von Bethmann-Hollweg, replying to a speech delivered on October 23rd by Viscount Grey, referring to German preparations for the war, said that Russia's mobilisation began the war. Viscount Grey's statement was based on the edition of the *Lokal Anzeiger* of July 30th, 1914, which falsely announced the German mobilisation. The German Government immediately stopped the sale of the paper and denied the report.

Dr. von Bethmann-Hollweg detailed what he described as Germany's enemies' annexation proposals, alleging Russian designs on Constantinople, which Britain and France guaranteed, and French designs on Alsace-Lorraine. He had never proclaimed that Germany intended to annex Belgium. England joined in the war because Germany's peaceful enterprises had become too great. It was Europe's unlucky fate that Britain favoured French and Russian schemes of conquest. It was not Prussian militarism, but their adversaries' hemming in policy, that had caused the war. When the war was concluded, the immensity of the catastrophe would be realised. There would be an outcry for the peaceful settlement of future quarrels, and Germany would assist in that direction.

Referring to Dr. von Bethmann-Hollweg regarding the *Lokal Anzeiger's* statements, *Vorwärts* says: "Germany had not yet mobilised, but overnight Russia had. It was said, with the semblance of truth, that the mobilisation did not mean war, and everything might still have been saved had not Germany demanded the revocation of the Russian mobilisation under the threat of war."

## DESTROYERS AT JUTLAND.

## THE NIGHT HUNT.

## RAMMING AN ENEMY CRUISER.

[BY RUDYARD KIPLING.]

When the German Fleet ran for home, on the night of May 31st, it seems to have scattered—"starred," I believe, is the word for the evolution—in a general *saute qui pent*, while the Devil, lively represented by our destroyers, took the hindmost. Our flotilla were strung out far and wide on this job. One man compared it to hounds hunting half a hundred separate foxes.

I take the adventures of several couples of destroyers who, on the night of May 31st, were nosing along somewhere towards the Schleswig-Holstein coast, ready to chop any Hun stuff coming back to earth by that particular road. The leader of one line was *Gehenna*, and the next two ships astern of her were *Eblis* and *Shaitan*, in the order given. There were others, of course, but with the exception of one *Goblin* they don't come violently into this tale. There had been a good deal of promiscuous firing that evening, and actions were going on all round. Towards midnight our destroyers were overtaken by several three and four funnel German ships (cruisers they thought) hurrying home. At this stage of the game anybody might have been a speedy pursuer or pursued. The Germans took no chances, but switched on their searchlights and opened fire on *Gehenna*. Her acting sub-lieutenant reports:—"A salvo hit us forward. I opened fire with the after-guns. A shell then struck us in a steam-pipe, and I could see nothing but steam. But both starboard torpedo-tubes were fired."

*Eblis*, *Gehenna's* next astern, at once fired a torpedo at the second ship in the German line, a four-funnelled cruiser, and hit her between the second funnel and the mainmast, when "she appeared to catch fire fore and aft simultaneously, heeled right over to starboard, and undoubtedly sank." *Eblis* loosed off a second torpedo and turned aside to reload, firing at the same time to distract the enemy's attention from *Gehenna*, who was now ablaze fore and aft. *Gehenna's* acting sub-lieutenant (the only executive officer who survived) says that by the time the steam from the broken pipe cleared he found *Gehenna* stopped, nearly everybody amidsthips killed or wounded, the cartridge boxes round the guns exploding one after the other as the fires took hold, and the enemy not to be seen. Three minutes or less did all that damage. *Eblis* had nearly finished reloading when a shot struck the davit that was swinging her last torpedo into the tube and wounded all hands concerned. Thereupon she dropped torpedo work, fired at an enemy searchlight which winked and went out, and was closing in to help *Gehenna* when she found herself under the noses of a couple of enemy cruisers. "The nearer one," he says, "altered course to ram me apparently. The Senior Service writes in curiously lawyer-like fashion, but there is no denying that they act quite directly. Therefore put my helm hard, astern and the two ships met and rammed each other, port bow to port bow." There could have been no time to think and, for *Eblis's* commander on the bridge, none to gather information. But he had observant subordinates, and he writes—and I would humbly suggest that the words be made the ship's motto for evermore—no writes, "Those fit noted" that the enemy cruiser had certain marks on her funnel and certain arrangements of derricks on each side which quite apart from the evidence she left behind her, betrayed her class. *Eblis* and she met. Says *Eblis*:—"I consider I must have considerably damaged this cruiser, as soft, of her side plating was left in my fo'c'sle." Twenty feet of ragged rivet-slinging steel, razoring and reaping about in the dark on a fo'c'sle that had collapsed like a concertina. It was very fair plating too. There were side-scuttles holes in it—what we passengers would call portholes. But it might have been better, for *Eblis* reports sorrowfully, "By the thickness of the coats of paint (duly given in 32nds of the inch) she would not appear to have been a very new ship."

## A FUGITIVE ON FIRE.

New or old, the enemy had done her best. She had completely demolished *Eblis's* bridge and searchlight platform, brought down the mast and the fore-funnel, ruined the whaler and the dinghy, split the fo'c'sle open above water from the stem to the galley which is abaft the bridge, and below water had opened it up from the stem to the second bulkhead. She had further ripped off *Eblis's* skin plating for an amazing number of yards on one side of her, and had fired a couple of large calibre shells into *Eblis* at point-blank range, narrowly missing her vitals. Even so, *Eblis* is as impartial as a prize-court. She reports that the second shot, a trifle of eight inches, "may have been fired at a different time or just after colliding." But the night was yet young, and "just after getting clear of this cruiser an enemy battle-cruiser grazed past us stern at high speed," and again the judgment must be left to the jury.

"I think she must have intended to ram us." She was a large three-funnelled thing, her centre funnel shot away and "lights were flickering under her fo'c'sle as if she was on fire forward." Fancy the vision of her, hurtling out of the dark, red-lighted from within, and fleeing on like a man with his throat cut!

As an interlude, all enemy cruisers that night were not keen on ramming. They wanted to get home. A man I know who was on another part of the drive saw a conveyer bolt through our destroyers; and had just settled himself for a shot at one of them when the night threw up a second bird coming down full speed on his other beam. He had here time to junk between the two as they whizzed past. One switched on her searchlight and fired a whole salvo at him point blank. The heavy staff went between his funnels. She must have sighted along her own beam of light, which was about a thousand yards.

"How did you feel?" I asked.

"I was rather sick. It was my best chance all that night and I had to miss it or be cut in two."

"What happened to the cruiser?" "Oh, they don't know, and I heard 'em being attended to by some of our fellows. They didn't know what they were doing, or they couldn't have missed me sitting, the way they did."

## THE CONFIDENTIAL BOOKS.

After all that *Eblis* picked herself up and discovered that she was still alive, with a dog's chance of getting to port. But she did not bank on it. That grand old wrecked the bridge, pinning the commander under the wreckage. By the time he had extricated himself he considered it advisable to throw overboard the steel chest and dispatch box of confidential and secret books. These are never allowed to fall into strange hands and their proper disposal is the last step but one in the ritual of the burial service of his Majesty's ships at sea. *Gehenna*, after sinking, out some where in the dark, was going through it on her own account. This is her Acting Sub-Lieutenant's report:—"The confidential books were got up. The First Lieutenant gave the order: 'Every man aft,' and the confidential books thrown overboard. The ship soon afterwards heeled over to starboard and the bows went under. The First Lieutenant gave the order: 'Everybody for themselves.' The ship sank in about a minute, the stern going straight up into the air."

But it was not written in the Book of Fate that stripped and battered *Eblis* should die that night as *Gehenna* died. After the burial of the books it was found that several fires on her were manageable, that she "was not making water aft of the damage," which meant two-thirds of her were more or less in commission, and, best of all, that three boilers were usable in spite of the cruiser's shells. So she "shaped course and speed to make the least water and the most progress towards land." On the way back the wind shifted eight points without warning—it was this shift, if you remember that so embarrassed Cripple and Paralytic on their homeward crawl—and, what with one thing and another, *Eblis* was unable to make port till the scandalously late hour of noon on June 2nd, "the mutual ramming having occurred about 11.40 p.m. on May 31st." She says, this time without any legal reservation whatever, "I cannot speak too highly of the courage, discipline, and devotion of the officers and ship's company."

Her recommendations are a Compendium of Godly Deeds for the Use of Mariners. They cover pretty much all that man may be expected to do. There was, as there always is, a first lieutenant who, while his commander was being extricated from the wreckage, took charge of affairs and steered the ship first from the engine-room, or what remained of it, and later from aft, and otherwise manoeuvred as requisite, among doubtful bulkheads. In his leisure he "improvised means of signalling," and if there be not one joyous story behind that smooth sentence I am a Hun!

## THE ART OF IMPROVISING.

They all improvised like the masters of craft they were. The chief engine-room artificer after he had helped to put out fires, improvised stops to the raps which were left by the carrying away of the forward funnel and mast. He got and kept up steam "to a much higher point than would have appeared at all possible," and when the sea rose, as it always does if you are in trouble, he "improved pumping and drainage arrangements, thus allowing the ship to steam at a good speed on the whole." There could not have been more than 20ft. of hole.

The surgeon—a probationer—performed an amputation single-handed in the wreckage by the bridge, and by his "wonderful skill, resource, and unceasing care and devotion undoubtedly saved the lives of the many seriously wounded men." That no horror might be lacking, there was a "short circuit among the bridge wreckage for a considerable time. The searchlight and wireless were tangled up together, and the electricity leaked into everything."

There were also three wise men who saved the ship whose names must not be forgotten. They were Chief Engineer, Room Artificer, and Stoker Petty Officer Gardiner, and Stoker Elvins. When the funnel cried away it was touch and go whether the foremost boiler would not explode. These three "put on respirators and kept the fans going till all fumes, etc., were cleared away." To each man, you will observe, his own particular Hell which he entered of his own particular initiative.

Lastly, there were the two remaining Quartermasters—mutilated dogs, both of 'em—one wounded in the right hand and the other in the left, who took the wheel between them all the way home, thus improving one complete Navy-pattern Quartermaster, and refused to be relieved during the whole 36 hours before the ship returned to port. So *Eblis* passes out of the picture with "never a moan or complaint from a single wounded man, and in spite of the rough weather of June 1st they all remained cheery." They had one Hun cruiser, torpedoed, to their credit, and strong evidence abroad that they had knocked the end out of another.

But *Gehenna* went down, and those of her crew who remained hung on to the rafts that destroyers carry till they were picked up about the dawn by *Shaitan*, third in the line, who, at that hour, was in no shape to give much help. Here is *Shaitan's* tale. She saw the unknown cruisers overtake the flotilla, saw their leader switch on searchlights and open fire as she drew abreast of *Gehenna* and at once fired a torpedo at the third German ship. *Shaitan* could not see *Eblis*, her next ahead, for, as we know, *Eblis* after firing her torpedoes had heeled off to reload. When the enemy switched his searchlights off *Shaitan* heeled out too. It is not wholesome for destroyers to keep on the same course within a thousand yards of big enemy cruisers.

She picked up a destroyer of another division, *Goblin*, who for the moment had not been caught by the enemy's searchlights and had profited by this decent obscurity to fire a torpedo at the hindmost of the cruisers. Almost as *Shaitan* took station behind *Goblin*, the latter was lighted up by a large ship and heavily fired. The enemy fled, but she left *Goblin* out of control, with a

grizzly list of casualties, and her helm jammed. *Goblin* swerved, returned, and swerved again; *Shaitan* astern tried to clear her, and the two fell aboard each other, *Goblin's* bows deep in *Shaitan's* fore bridge. While they hung thus, locked, an unknown destroyer rammed *Shaitan* aft, cutting off several feet of her stern and leaving her rudder jammed hard over. As complete a mess as the Personal Devil himself could have devised, and all this to the merest accident of a few panicky salvos; presently the two ships worked clear in a smother of steam and oil, and went their several ways. Quite a while after she had parted from *Shaitan*, *Goblin* discovered several of *Shaitan's* people, some of them wounded, on her own fo'c'sle, where they had been pitched by the collision. *Goblin*, working her way homeward on such boilers as remained, carried on a one-gun light at a few cables' distance with some enemy destroyers, who, not knowing what state she was in, shelled off after a few rounds. *Shaitan*, holed forward and opened up aft, came across the survivors from *Gehenna* clinging to their raft, and took them aboard. Then some of our destroyers—they were thick on the sea that night—tried to tow her stern-first, for *Goblin* had cut her up badly forward. But, since *Shaitan* lacked any stern and her rudder was jammed hard across where the stern should have been, the hawsers parted, and after leave some of the lawful authority, across all that waste of waters, they sank *Shaitan* by gunfire, having first taken all the proper steps about the confidential book. Yet *Shaitan* had had her little crumb of comfort ere the end. While she lay crippled she saw quite close to her a German cruiser that was trailing homeward in the dawn, gradually heeling over and sink.

This completes my version of the various accounts of the four destroyers directly concerned for a few hours, on one minute section of one wing of our battle. Other ships witnessed other aspects of the agony and duly noted them as they went about their business. One of our battleships, for instance, made out by the glare of burning *Gehenna* that the supposed cruiser that *Eblis* torpedoed was a German battleship of a certain class. So *Gehenna* did not die in vain, and we may take it that the discovery did not unduly depress *Eblis's* wounded in hospital.

## ASKING FOR TROUBLE.

The rest of the flotilla that the four destroyers belonged to had their own adventures later. One of them, chasing or being chased, saw *Goblin* out of control just before *Goblin* and *Shaitan* locked, and narrowly escaped adding herself to that triple collision. Another loosed a couple of torpedoes at the enemy ships who were attacking *Gehenna*, which, perhaps, accounts for the anxiety of the enemy to break away from that hornet's nest as soon as possible. Half a dozen or so of them ran into four German battleships, which they set about torpedoing at ranges varying from half a mile to a mile and a half. It was asking for trouble and they got it, but they had in return at least one big ship, and the same observant battleship of ours who identified *Eblis's* bird reported three satisfactory explosions in half an hour, followed by a glare that lit up all the sky. One of the flotilla, closing on what she thought was the smoke of a sister in difficulties, found herself well in among the four battleships. "It was too late to get away," she says, so she attacked, fired her torpedo, was caught up in the glare of a couple of searchlights, and pounded to pieces in five minutes, not even her rats being left. She went down with her colours flying, having fought to the last available gun.

Another destroyer who had borne a hand in *Gehenna's* trouble had her try at the four battleships and got in a torpedo at 800 yards. She saw it explode and the ship take a heavy list. "Then I was chased," which is not surprising. She picked up a friend who could only do 20 knots. They sighted several Hun destroyers who fled from them; then dropped on to four Hun destroyers all together, who made great parade of commencing action, but soon afterwards "thought better of it, and turned away." So you see, in that flotilla alone there was every variety of fight, from the ordered attacks of squadrons under command to single ship affairs, every form of which depended on the second's decision of the men concerned; endurance to the hopeless end; bluff and cunning; reckless advance and red-hot flight; clear vision and as much of blank bewilderment as the Senior Service permits its children to indulge in. That is not much. When a destroyer who has been dodging enemy torpedoes and gun fire in the dark realizes about midnight that she is "following a strange British flotilla, having lost sight of my own," she "decides to remain with them," and shares their fortunes and whatever language is going. If lost hounds could speak when they cast up next day, after an unchecked night among the wild life of the dark, they would talk much as our destroyers do.

## FRENCH FOREIGN TRADE.

The movement of French foreign trade during the first eight months of this year shows a total of 260 millions sterling for imports and 90 millions sterling for exports. As compared with last year, exports show an increase of 57 millions and imports of 16 millions. The only decrease as compared with last year is 33 millions in foodstuffs exported.

## FORTHCOMING EVENTS.

## TO-MORROW

Entrée close for Wodhouse Cup (Ladies' Foursummers, Fanning).  
Monday, 11th Dec.—  
3 p.m.—Auction of Crown Land at Paillo Works Dept.  
Friday, 15th Dec.—  
Noon—General Meeting at the Office of Messrs. Shaw, Tomes & Co. Entrée close for Ladies' Championship, R.H.K. Golf Club.  
9.15 p.m.—A.D.C. Performances of "Kismet" in aid of "Star and Garter" Fund.

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## SHIPPING

## ARRIVALS.

CHILDAN, Norwegian str., 1,102, H. Cathlamet, 7th December—Bangkok 27th November, Rice—Order.  
 EASTERN, British str., 4,000, F. Carter, 6th December—Melbourne 6th November, General—Gibb, Livingston & Co.  
 GENERAL, Wenzlau, Norwegian str., 2,898, Hansen, 4th December—Mojito 2nd December, Coal—Bradley & Co.  
 HAICHING, British str., 1,240, W. C. Passmore, 7th December—Saigon, 1st December, Rice—Douglas Lapraik & Co.  
 HANAMEY, American str., 2,078, Lennox, 7th December—Saigon 28th November, Rice—Order.  
 HAI HONG, British str., 1,270, J. W. Evans, 7th December—Swatow 6th December, General—Douglas Lapraik & Co.  
 HOIHOW, British str., 800, R. Ritchie, 6th December—Swatow 5th December, General—Butterfield & Swire.  
 PEKINGO, Japanese str., 2,388, D. Imadzu, 6th December—Keelung 3rd December, Coal—Osaka Shosen Kaisha.  
 SIBERIA, Japanese str., 6,112, K. Hashimoto, 7th December—San Francisco, 4th November, General—Toyo Kisen Kaisha.  
 SUTHERLAND, Japanese str., Aoi, 6th December—Keelung 3rd December, Coal—Order.  
 TAIHAI, Japanese str., 3,263, T. Horuchi, 7th December—Dairen, Coal—Mitsui Bussan Kaisha.  
 TAIKING, Dutch str., W. H. Lap, 7th December—Dairen 1st December, General—Java-China-Japan Lijn.

## CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE.  
 December 7th.  
 EASTERN, British str., for Japan.  
 PEKINGO, Japanese str., for Batavia.  
 SINKIANG, British str., for Shanghai.

## DEPARTURES.

December 7th.  
 ANHUI, British str., for Canton.  
 EUNYATES, British str., for Shanghai.  
 HOSAN, Japanese str., for Kobe.  
 HONGKONG, British str., for Hoihow.  
 HOIHOW, British str., for Shanghai.  
 KWANGTAN, Chinese str., for Canton.  
 KWANGSIN, British str., for Shanghai.  
 MARIONETTES, Brit. str., for Manila.  
 NISSIN, Japanese str., for Keelung.  
 PAKHOI, British str., for Saigon.  
 PLEIADIS, American str., for New York.  
 SHANGHAI, Chinese str., for Rangoon.  
 TEUCER, British str., for Shanghai.  
 TITANIC, British str., for Amoy.  
 TOSU, Japanese str., for Moji.  
 YERIMO, Japanese str., for Manila.

## PASSENGERS.

ARRIVED.  
 Per Hai Hong, from Swatow, Mr. E. S. Toller.  
 Per Eastern, from Melbourne, etc., Mrs. S. C. Gilbert, Miss M. J. Connor, Miss R. B. Berry, Mr. and Mrs. Glendinning and 2 infants.  
 Per Siberia Maru, from Hongkong, from San Francisco, etc., Dr. D. B. Boyd, Mr. and Mrs. E. R. Davey, Mr. D. Fortin, Mr. and Mrs. Joseph Gould, Mr. and Mrs. N. Helmsmann, Mrs. J. Petersen, Miss A. Davis, Miss J. E. Ross, Miss J. M. Saunders, Captain J. N. Yawata, Mr. and Mrs. C. B. Davis, Miss Mabel Rice, Mr. G. G. Selbie, Mr. and Mrs. L. B. Dexter.

## VESSELS EXPECTED.

THE ENGLISH MAIL.  
 The P. and O. str. *Novara* left Singapore for this port on the 4th instant, at 12.30 p.m., with the outward English mails, and is due here on the 10th instant, p.m.  
 AMERICAN MAIL.  
 The P.M. str. *Euclid* left Honolulu on November 28th for Hongkong via Yokohama, and may be expected to arrive here on December 23rd.  
 CANADIAN MAIL.  
 The C.P.O.S. str. *Empress of Russia* left Vancouver on the 30th November, p.m.  
 The C.P.O.S. str. *Empress of Asia* left Kobe on the 6th inst., at 3 p.m.  
 MERCHANT STEAMERS.  
 The str. *Japan* left Cebu on the 3rd inst., and may be expected here on or about the 21st inst.

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## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked “1” nearest Hongkong “2,” midway between Hongkong and Kowloon “3,” and those vessels berthed at the Kowloon Wharf “4,” together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's

2. From Harbour Master's to Blakes Pier

3. From Blakes Pier to Naval Yard

4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAME	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	KATOJI MARU	Jap. str.	1	B. Kon	NIPPON YUSEN KAISHA	On 10th inst., at Noon.
LONDON VIA USUAL PORTS OF CALL	NAWIK	Brit. str.	1	G. Manley	P. & O. S. N. Co.	On 15th inst., at Noon.
LONDON & HONGKONG VIA USUAL PORTS OF CALL	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	P. & O. S. N. Co.	On 29th inst., at Noon.
MARSHALLS VIA PORTS...	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	Messageries Maritimes	About 18th inst.
VICTORIA & TACOMA VIA MANILA & SINGAPORE	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	To-day, at 3 p.m.
MEXICAN, PANAMA & CHINA PORTS VIA JAPAN	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
NEW YORK VIA SINGAPORE, SAN FRANCISCO, & PANAMA	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	To-morrow, at Noon.
RODE JARIBO, BUENOS AIRES, & PANAMA	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	NIPPON YUSEN KAISHA	On 1st Jan., at Noon.
JAPAN, HONOLULU, SAN FRANCISCO, & HONGKONG	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 11th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & HONGKONG	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 13th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & HONGKONG	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 14th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, JAPAN, & HONGKONG	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 15th inst., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, & HONGKONG	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 16th inst., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, & HONGKONG	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 17th inst., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, & HONGKONG	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 18th inst., at Noon.
AUSTRALIAN PORTS	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 19th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 20th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 21st inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 22nd inst., at Noon.
SHANGHAI, MOJI & KOBE	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 23rd inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 24th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 25th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 26th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 27th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 28th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 29th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 30th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 31st inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 1st inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 2nd inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 3rd inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 4th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 5th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 6th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 7th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 8th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 9th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 10th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 11th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 12th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 13th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 14th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 15th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 16th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 17th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 18th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 19th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 20th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 21st inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 22nd inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 23rd inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 24th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 25th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 26th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 27th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 28th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 29th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 30th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 31st inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 1st inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 2nd inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 3rd inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 4th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 5th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 6th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 7th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 8th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 9th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 10th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 11th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 12th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 13th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 14th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 15th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 16th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 17th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 18th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 19th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 20th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 21st inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 22nd inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 23rd inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 24th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 25th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 26th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 27th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 28th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 29th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 30th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 31st inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 1st inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 2nd inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 3rd inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 4th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 5th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 6th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 7th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 8th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 9th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 10th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 11th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 12th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 13th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 14th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 15th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 16th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 17th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 18th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 19th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 20th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 21st inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 22nd inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 23rd inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 24th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 25th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 26th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 27th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 28th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 29th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 30th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 31st inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 1st inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 2nd inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 3rd inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 4th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 5th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 6th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 7th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 8th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 9th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 10th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 11th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 12th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 13th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 14th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 15th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 16th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 17th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 18th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 19th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 20th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 21st inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 22nd inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 23rd inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 24th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 25th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 26th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 27th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 28th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 29th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 30th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 31st inst., at Noon.
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SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 2nd inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 3rd inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 4th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA	On 5th inst., at Noon.
SHANGHAI	NOVARA	Brit. str.	1	H.B. Hetherington, R.N.S.	OSAKA SHOSHA KAISHA</	



## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING:

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Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.  
Managing Agents.

## "ELLERMAN" LINE.

(ELLERMAN &amp; CUCKENALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

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For Steamer Sails.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners option.

Subject to change without notice.

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104

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL

SWATOW and BANGKOK ... "CHENGTHU" ... On 8th Dec., 10 A.M.  
SHANGHAI ... "SUNNING" ... On 10th Dec., 11 A.M.  
MANILA, CEBU & ILOILO ... "CHUNGKING" ... On 12th Dec., 4 P.M.  
SHANGHAI ... "LUOWOW" ... On 12th Dec., 4 P.M.  
HONGKONG & HAIPHONG ... "KAIPOW" ... On 14th Dec., 10 A.M.  
SHANGHAI ... "SHANTUNG" ... On 14th Dec., 4 P.M.

DIRECT SAILINGS TOWEST RIVER. Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU"  
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation; Electric Fans fitted; Extra State-rooms on Deck, etc., on "TAMING" and "TEAN."  
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO, S.S. "ANHUI," "CHIHAN," "LUOWOW," "YINGCHOW," "SHANTUNG" and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
Agents.

TELEPHONE 36.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOCHOW  
AND RETURN.

(Occupying at 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIHONG"	Capt. J. W. Evans	FRIDAY, 8th Dec., at 11 A.M.
"HAIYAN"	Capt. A. E. Hodgins	WEDNESDAY, 13th Dec., at 11 A.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,  
General Managers.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.  
Agents.

## P. &amp; O. S. N. CO.

ROYAL MAIL SERVICE  
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT  
TO  
MARSEILLES AND LONDON,  
TAKING PASSENGERS AND CARGO TO  
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamer to	Leave Hongkong	Connecting Mail	Due at	Due at
COLOMBO	NOVA	Str. from COLOMBO	1917	1917
NANKIN	Dec. 15	Through Steamer	Jan. 17	Jan. 28
NOVARA	Dec. 29	"MOOLTAN"	Jan. 28	Feb. 4
SOMALI	Jan. 12	"KASHGAR"	Feb. 17	Feb. 28
NYANZA	Jan. 26	"SUNDAL"	Feb. 28	Mar. 11
MALTA	Feb. 9	"MOKEA"	Mar. 11	Mar. 18

\* Passengers change Steamers at COLOMBO.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of booking.  
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO  
SHANGHAI, MOJI, KOBE AND  
YOKOHAMA.

SS.	Leave Hongkong About
NOVARA	11th December.
SOMALI	24th December.
NYANZA	31st December.
MALTA	14th January.

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS  
(Non-Transshipment),  
IN ADDITION TO THE ABOVE MAIL STEAMERS,  
WILL LEAVE DIRECT FOR  
MARSEILLES AND LONDON,  
Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO  
AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Leave Suez	Due at	Due at
	about	about	if calling	LONDON
The Intermediate Service is	Temporarily	Suspended.		

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.  
Passage Tickets interchangeable with the British India Co.  
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Lines.  
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.  
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.  
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to  
E. V. D. FARR,  
Acting Superintendent.

NIPPON YUSEN KAISHA.  
THE JAPAN MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	Tons	SAILING DATES
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN and TENERIFE	KATORI MARU (Capt. B. Kon)	2,000	SUNDAY, 10th Dec., at Noon.
VICTORIA, B.C. and SEATTLE	KAMO MARU (Capt. R. Shimidzu)	18,000	THURSDAY, 28th Dec., at Noon.
VIA SHANGHAI, MOJI, KOBE, NAGOTA and YOKOHAMA	TAMBA MARU (Capt. Arakawa)	12,500	TUESDAY, 19th Dec., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, BANGKOK, THURSDAY, TOWNVILLE & BRISBANE	SHIDZUOKA MARU (Capt. Noma)	12,500	WEDNESDAY, 3rd Jan., at Noon.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	TANGO MARU (Capt. Soyada)	13,500	TUESDAY, 12th Dec., at 4 P.M.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	NIKKO MARU (Capt. K. Takeda)	9,500	End of December.
SHANGHAI and KOBE	TOSA MARU (Capt. O. Sakamoto)	10,000	(SATURDAY, 23rd Dec., at Noon.
KOBE	YETOROFU MARU (Capt. Hirata)	8,000	THURSDAY, 21st Dec., at Noon.
NAGASAKI, KOBE and YOKOHAMA	TOTOMI MARU (Capt. Yamada)	8,000	SATURDAY, 9th Dec., at Noon.
SHANGHAI, KOBE and YOKOHAMA	YAMAGATA MARU (Capt. K. Goto)	8,000	MONDAY, 11th Dec., at Noon.
VLADIVOSTOK, KOBE and YOKOHAMA	NIKKO MARU (Capt. K. Takeda)	9,500	MONDAY, 11th Dec., at 10 A.M.
	SUWA MARU (Capt. T. Sakai)	21,000	(SATURDAY, 16th Dec., at 10 A.M.
	STOKUSHIMA MARU (Capt. Yamazaki)	13,500	(THURSDAY, 14th Dec., at Noon.

EASTBOUND NEW YORK LINE  
VIA PANAMA CANAL.  
(CARGO ONLY).

NEW YORK VIA SHANGHAI, MOJI, NAGOTA, YOKOHAMA, HAN, FRANK, CING, PANAMA AND COLON  
Wireless Telegraphy.  
For Further Information, apply to—  
NIPPON YUSEN KAISHA,  
B. MORI, Manager.

TELEPHONE Nos. 292 and 293

TOYO KISEN KAISHA.  
SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,  
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
SIBERIA MARU	18,000 — 18 knots	WED., 13th Dec., Noon.
TENYO MARU	22,000 — 21 knots	TUES 19th Dec., Noon.
NIPPON MARU	11,000 — 15 knots	THURS., 4th Jan. 10.30 A.M.
KIYO MARU	14,000 — 13 knots	TUES., 9th Jan., Noon.
SHINYO MARU	22,000 — 21 knots	WED., 17th Jan., Noon.
PERSIA MARU	9,000 — 14 knots	SATUR., 27th Jan., 10.30 A.M.
KOREA MARU	18,000 — 18 knots	SATUR., 10th Feb., Noon.

Proceeding to South American Ports.

FIRST CLASS TO LONDON G\$948 (£71.10.0) RETURN G\$609 (£42.2).

" " " " SAN FRANCISCO G\$250 " " " " G\$437 50.  
Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.  
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and Trans-Pacific Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.  
SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO:

TRANS-ANDAN ROUTE TO BUENOS AIRES.  
Steamer KIO MARU — 14,000 — 13 knots — TUESDAY, 9th Jan.  
For Full Particulars as to Passage and Freight, apply to—  
T. DAIGO, Agent,  
King's Building, 513  
TELEPHONE 291.

MESSAGERIES MARITIMES  
FRENCH MAIL LINES.

FOURTEENTHLY SERVICE TO AND FROM JAPAN  
VIA SHANGHAI.

FOURTEENTHLY SERVICE TO AND FROM EUROPE  
VIA SUEZ CANAL.

OUTWARD  
STEAMER TO SAIL  
FOR SHANGHAI, KOBE AND YOKOHAMA. ... ATHOS ... On or about 8th Dec.  
HOMEWARD  
MARSEILLES VIA HAIPHONG, TOURANE and SAIGON. ... AMAZON ... On or about 18th Dec.  
(Without Transshipment).

Subject to immediate alteration without notice.  
ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.  
Return Tickets to Europe available two years.  
Return Tickets to Intermediate Ports available six months.  
For further particulars apply to

P. THOMAS, Agent,  
Queen's Building,  
TELEPHONE 740.

O. S. K.  
OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM  
HONGKONG (SUBJECT TO ALTERATION).

North American Line. FOR VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, AND YOKOHAMA.  
(TRANS-PACIFIC).  
"MANILA MARU" ... FRIDAY, 8th Dec., at 2 P.M.  
\* Omitting Manila and Moji.

South American Line. FOR RIO DE JANEIRO, BUENOS AIRES, VIA SINGAPORE, DURBAN AND CAPE TOWN.  
(EAST COAST VIA CAPE TOWN).  
"KASADO MARU" ... MONDAY, 18th Jan., 1917, at Noon.

Bombay Line. FOR BOMBAY VIA SINGAPORE, PORT SWETENHAM, PENANG AND COLOMBO.  
"MALAY MARU" ... WEDNESDAY, 20th Dec., at 7 A.M.

Java Line. FOR MANILA, BANDANG, SINGAPORE, BATAVIA, SAMARANG, SOERABAYA AND MACASSAR.  
"SHIBETO MARU" ... S. Yamane ... WEDNESDAY, 27th Dec., at Noon.

Formosan Line. FOR TAIPEI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.  
"SOSHU MARU" ... THURSDAY, 7th Dec., at 8 A.M.  
"AMAKUNA MARU" ... TUESDAY, 12th Dec., at 10 A.M.

These Formosan Liners will arrive at and depart from the BOON YEE WHARF, near the Harbour Office.

While the Steamer is alongside the Wharf Telephone No. 78 will be fixed.  
For FURTHER INFORMATION, apply to—  
H. YAMAUCHI, Manager,  
No. 1, Queen's Building,  
TEL. Nos. 744 and 745.

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	6th Dec.	On 12th Dec. 11 A.M.
ST. ALBANS	8th Dec.	On 17th Dec. 11 A.M.

All Steamers fitted with wireless telegraphy.  
The above Steamers are fitted with Refrigerating Machinery ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.  
For further particulars, apply to  
GIBB, LIVINGSTON & CO  
Agents.



## POST OFFICE NOTICE.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

Ships in communication with Cape D'Azilair Radio Telegraph Station:—

Taishin Maru  
Kasato Maru  
Katori Maru  
Tjimanook  
Tenyo Maru

## INWARD MAILS.

FROM	PER	DATE
EUROPE (via NEAPOLIS) ...	Alhos	8th Dec.
SHANGHAI (via 10th N. v. Siberia)	Katori Maru	8th Dec.
EUROPE (ENGLIS) MAIL ...	Novara	10th Dec.

## OUTWARD MAILS.

REGISTERED and PARCEL MAILS close 15 minutes earlier than the time given below unless otherwise stated.

FOR	PER	DATE
Tourane and Quinhon ...	Chuncho	Friday, 8th, 7.0 A.M.
Swatow and Bangkok ...	Chuncho	Friday, 8th, 8.0 A.M.
Swatow, Amoy and Foochow ...	Hai Hong	Friday, 8th, 11.0 A.M.
Shanghai, North China and Japan via Nagasaki, Victoria, B.C., and Tacoma ...	Manila Maru	Friday, 8th, 1.00 P.M.
SHANGHAI, NORTH CHINA and JAPAN via Kobe ...	Alhos	Friday, 8th, 3.15 P.M.
Straits, India via Ceylon, Batavia, Semarang, Soerabaya and Port Moresby (via Batavia) ...	Fookshang	Saturday, 9th, 11.00 A.M.
Philippine Islands ...	Tjiki	Saturday, 9th, 11.00 A.M.
Japan via Moji ...	Yuenang	Saturday, 9th, 2.00 P.M.
Shanghai and North China ...	Dorneo Maru	Saturday, 9th, 4.00 P.M.
Straits, Colombo, India, Delagoa Bay, Cape Town and United Kingdom ...	Katori Maru	Sunday, 10th, 9.00 A.M.
SHANGHAI, NORTH CHINA and JAPAN via Moji ...	Novara	Sunday, 10th, 9.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via KORE, HONOLULU, CANADA, UNITED STATES, SOUTH AMERICA, via SAN FRANCISCO ...	Venezuela	Monday, 11th, 10.15 A.M.
Swatow, Amoy and Formosa via Keelung, Philippine Islands, Australia, New Zealand, Tasmania, and New Guinea via Thursday Island ...	Anakura Maru	Tuesday, 12th, 9.00 A.M.
Philippine Islands ...	Tango Maru	Tuesday, 12th, 3.00 P.M.
Shanghai and North China ...	Chuncho	Tuesday, 12th, 3.00 P.M.
[Shanghai Chinese P.O. Saturday, 16th Dec.]	Luchow	Tuesday, 12th, 2.15 P.M.
Swatow, Amoy and Foochow ...	Haitan	Wednesday, 13th, 11.00 A.M.
Haitan and Haiphong ...	Katjong	Thursday, 14th, 9.00 A.M.
Japan, Canada, United States, South America via San Francisco and United Kingdom via Canada ...	Tjiki	Thursday, 14th, 11.00 A.M.
Shanghai and North China ...	Shantung	Thursday, 14th, 2.15 P.M.
[Shanghai Chinese P.O. Monday, 16th Dec.]		Thursday, 14th, 3.00 P.M.
SEATTLE, BUREAU, CEYLON, AUSTRALIA, WESTERN AUSTRALIA, INDIA, ADEEN, BOYER and EUROPE ...	Nankin	Friday, 15th, 10.15 A.M.
The Parcel Mail will be closed on Thursday, 14th Dec. at 5 P.M.		Friday, 15th, 11.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via Moji, Victoria, B.C. and Seattle ...	Tamba Maru	Tuesday, 19th, 11.00 A.M.
Australia, Tasmania, New Zealand and New Guinea via Thursday Island ...	Eastern	Monday, 25th, 9.45 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, VICTORIA, YANCOUVER, UNITED STATES, CENTRAL and SOUTH AMERICA and UNITED KINGDOM via CANADA ...	Empress of Russia	Thursday, 28th, 9.45 A.M.
(EUROPE via SIBERIA) [Shanghai Chinese P.O. Saturday, 30 h Dec.]		Thursday, 28th, 10.30 A.M.

\* Subscribed correspondence only.

From Sheungwan Western Branch P.O.

FOR	ON WEEK-DAYS	ON SUNDAYS HOLIDAYS
Macao	7.30 A.M. 1.30 P.M.	8.30 A.M. 1.30 P.M.
Canton	7.30 A.M. 1.30 P.M.	8.30 A.M. 1.30 P.M.
Tai Ping Tung	9.30 P.M.	9.30 P.M.
Shek Ki	9.30 P.M.	9.30 P.M.
Kowloon	6.00 P.M.	6.00 P.M.
Kumohik	6.00 P.M.	6.00 P.M.
Kaukong	6.00 P.M.	6.00 P.M.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

## COMMERCIAL.

## CLOSING QUOTATIONS.

December 7th.	
On London—	
Telegraphic Transfer	2/2 1/2
Bank Bills, on demand	2/2 1/2
Bank Bills at 30 days' sight	2/2 1/2
Bank Bills at 4 months' sight	2/2 1/2
Credit, at 4 months' sight	2/2 1/2
Documentary Bills at 4 months' sight	2/2 1/2
On Paris—	
Bank Bills, on demand	2/2 1/2
Credit, at 4 months' sight	2/2 1/2
On New York—	
Bank Bills, on demand	50 1/2
Credit, at 30 days' sight	50 1/2
On Bombay—	
Telegraphic Transfer	17 1/2
Bank Bills, on demand	17 1/2
On Calcutta—	
Telegraphic Transfer	17 1/2
Bank Bills, on demand	17 1/2
On Shanghai—	
Bank Bills, at sight	100
3 months' sight	100
On Yokohama—On demand	100
On Manila—On demand—Pase	110
On Singapore—On demand	90
On Batavia—On demand	122 1/2
On Hongkong—On demand	100
On Canton—On demand	100
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On Peking—On demand	100
On Tientsin—On demand	100
On Harbin—On demand	100
On Urumchi—On demand	100
On Khabarovsk—On demand	100
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